

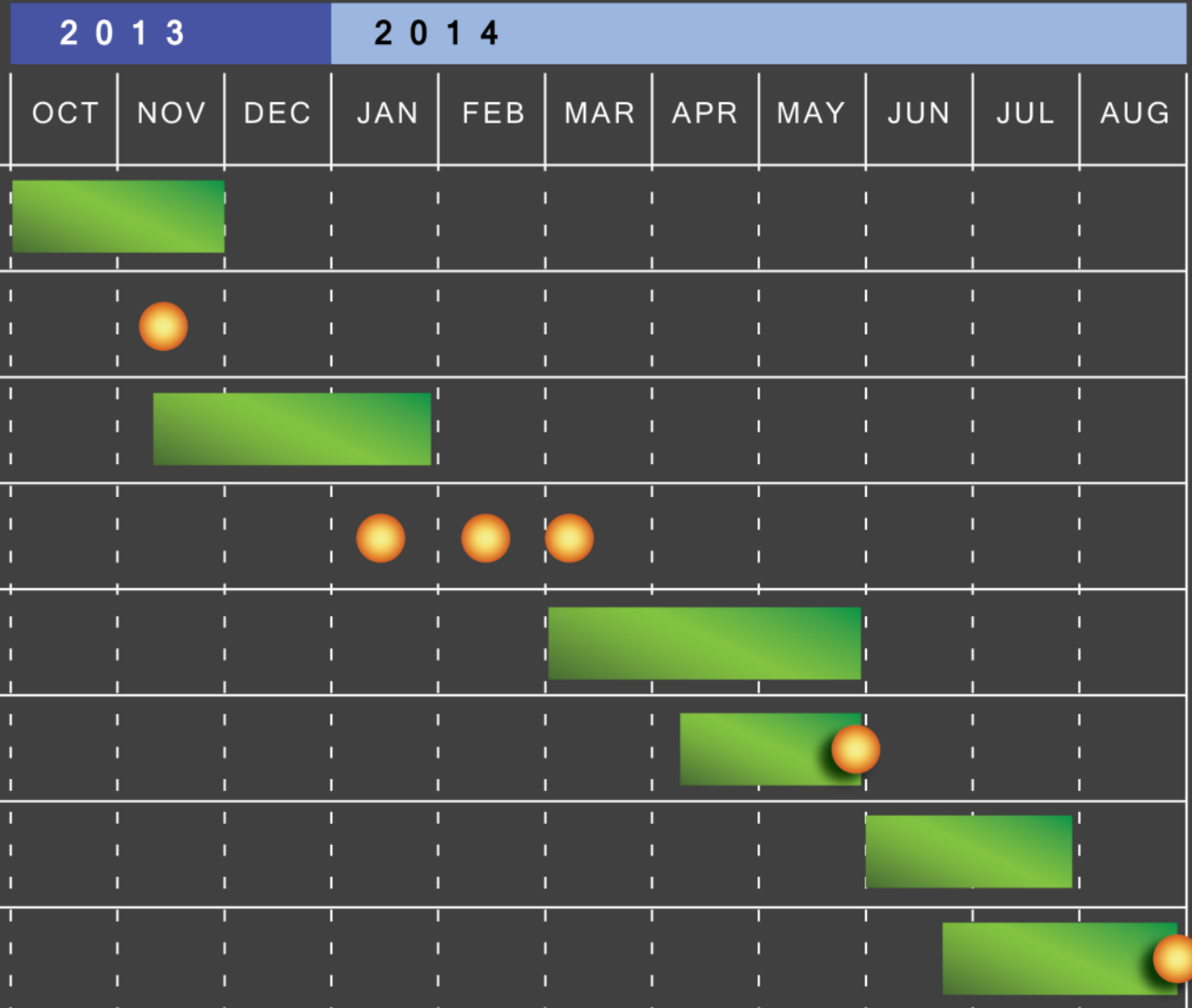
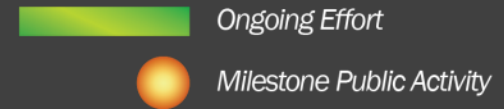


Workshop #2 Kickoff

February 10, 2014

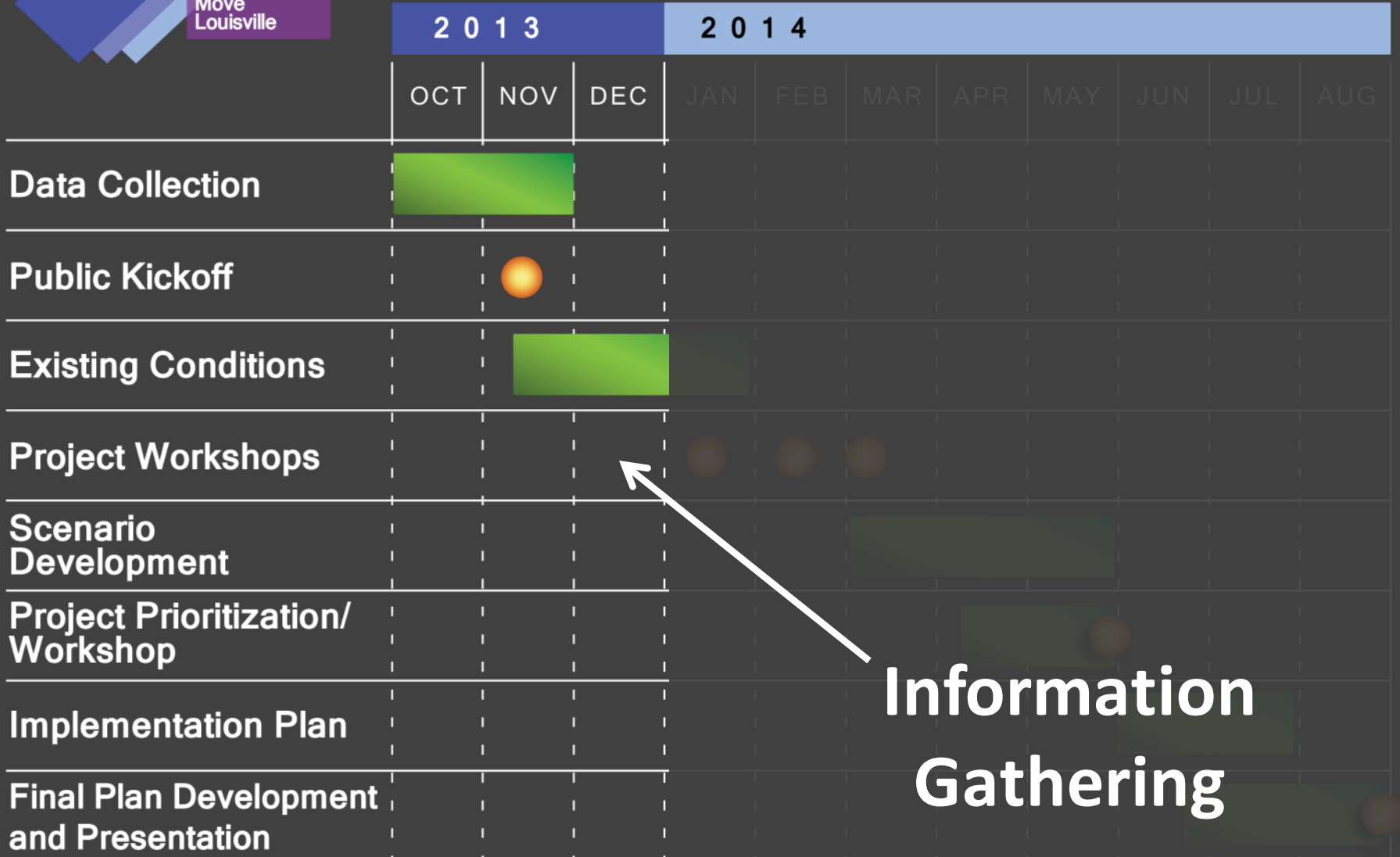
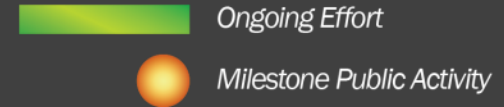


Schedule





Schedule





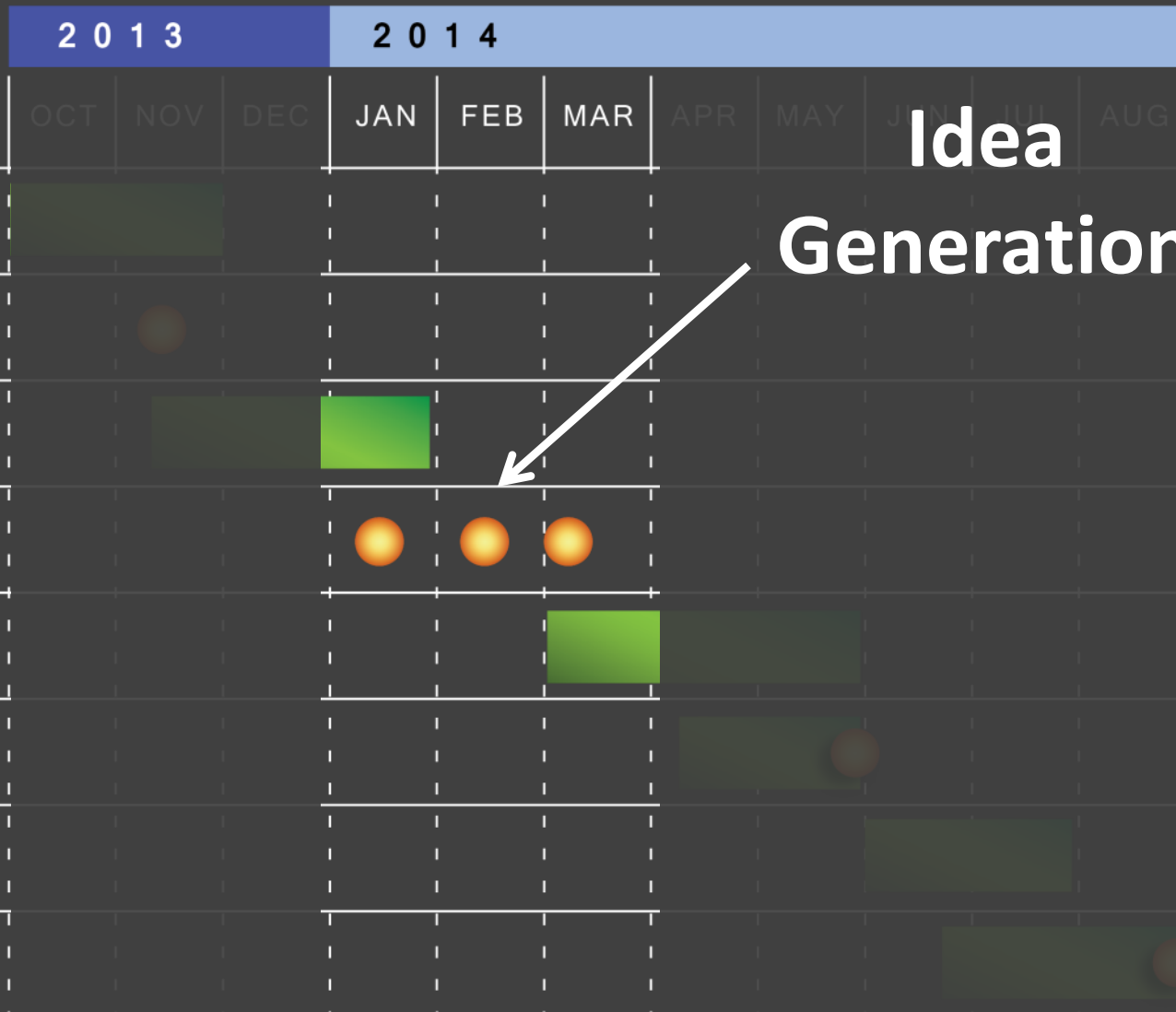
Schedule



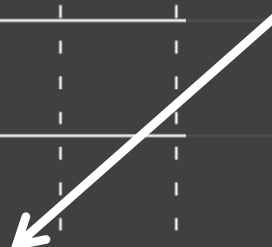
Ongoing Effort



Milestone Public Activity

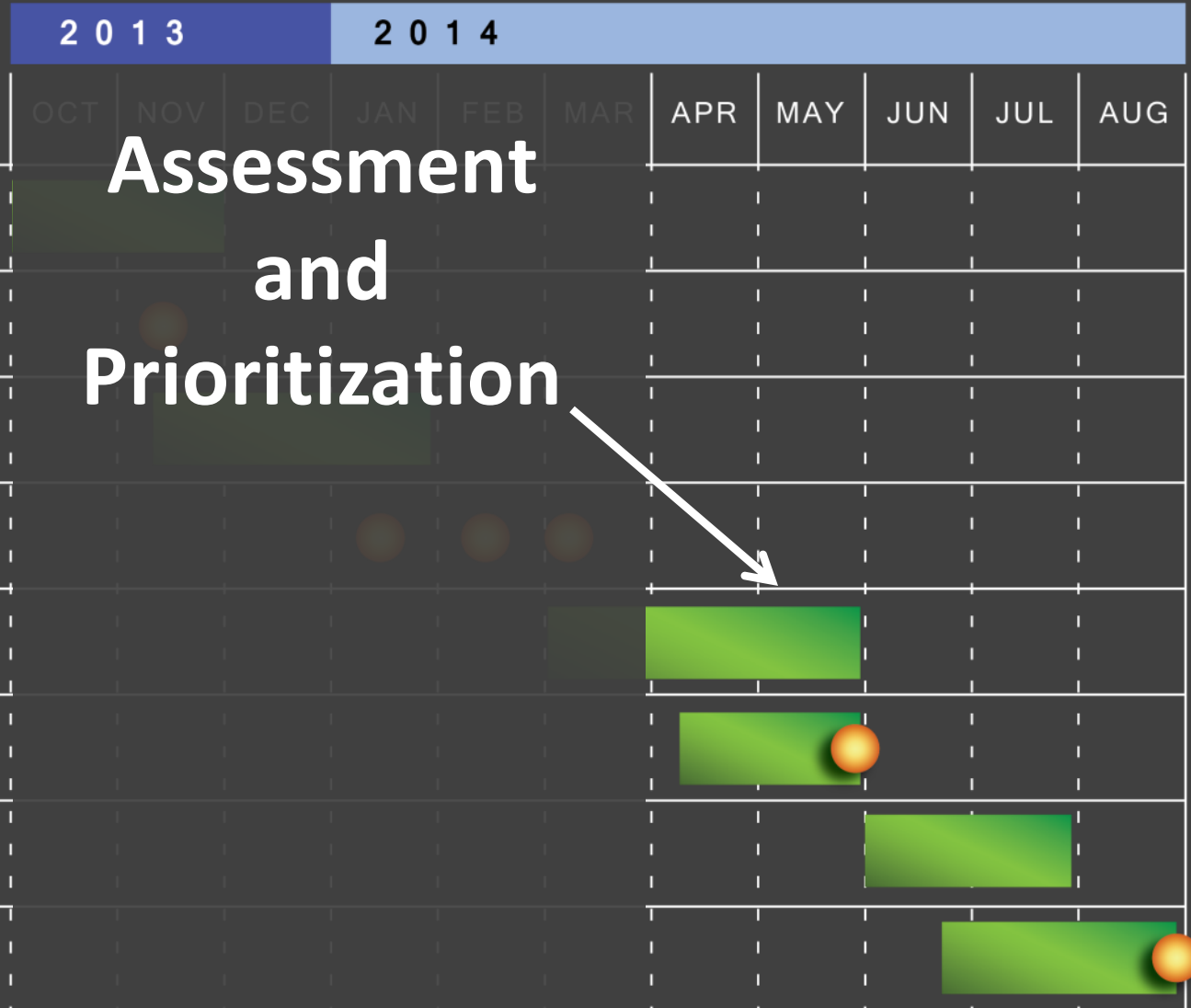
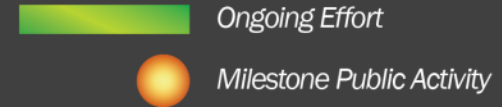


**Idea
Generation**





Schedule



What are the three workshops?





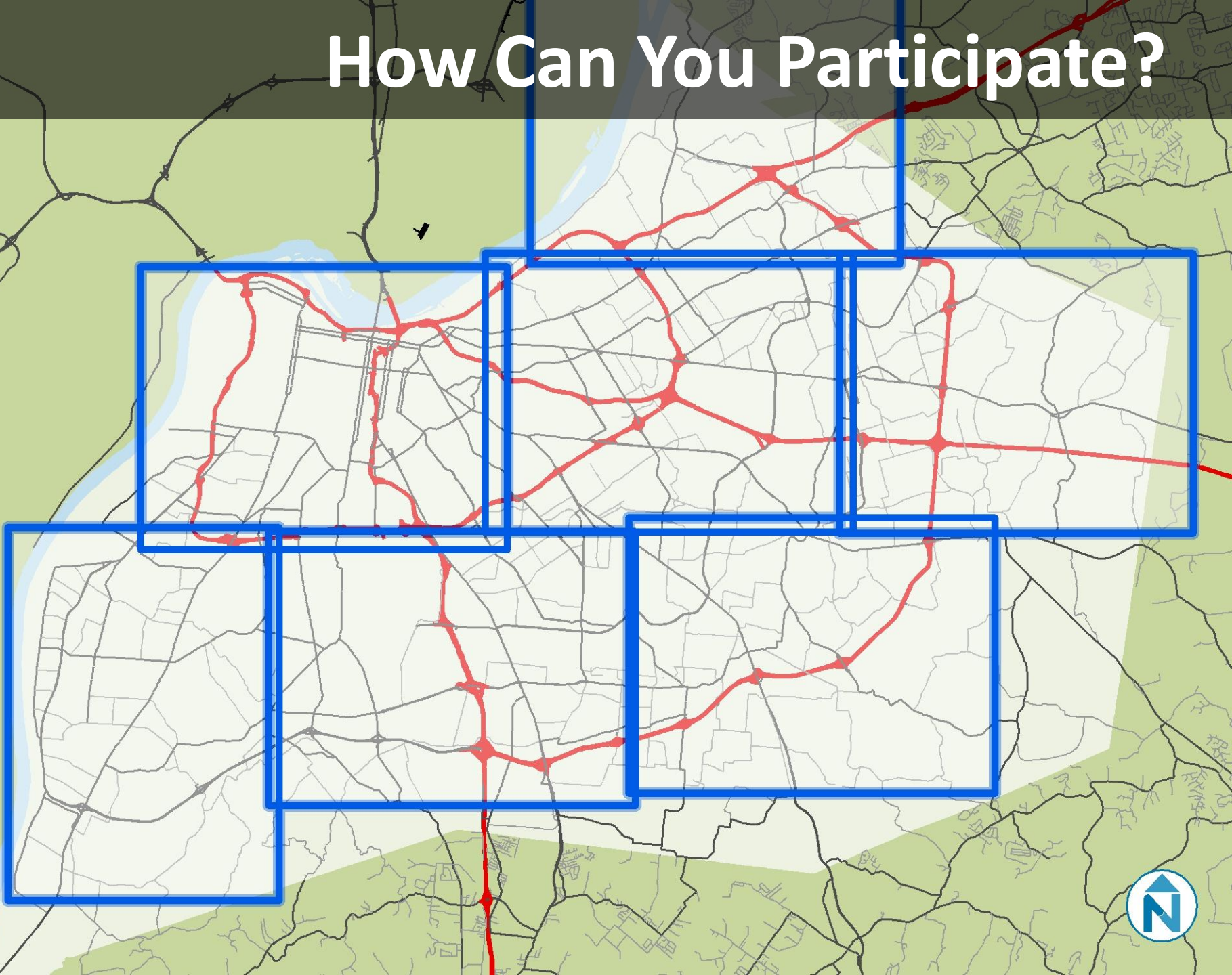
Development & Evaluation of Alternatives



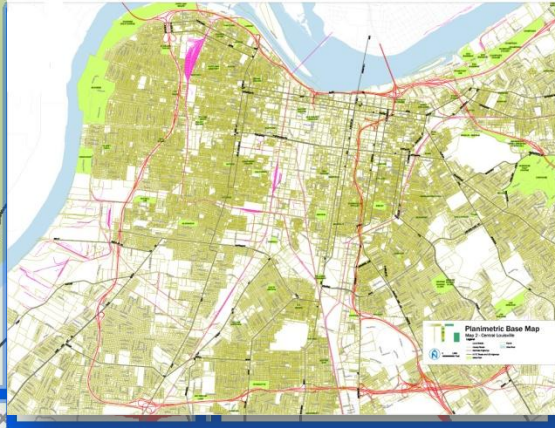
Building vs. Fixing
Modal Tradeoffs
Community Concerns
Trend vs. Departure



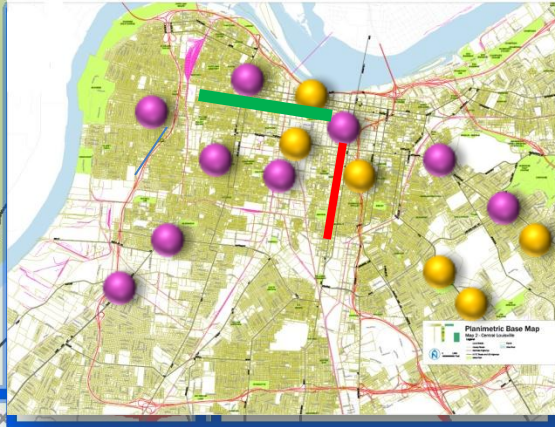
How Can You Participate?



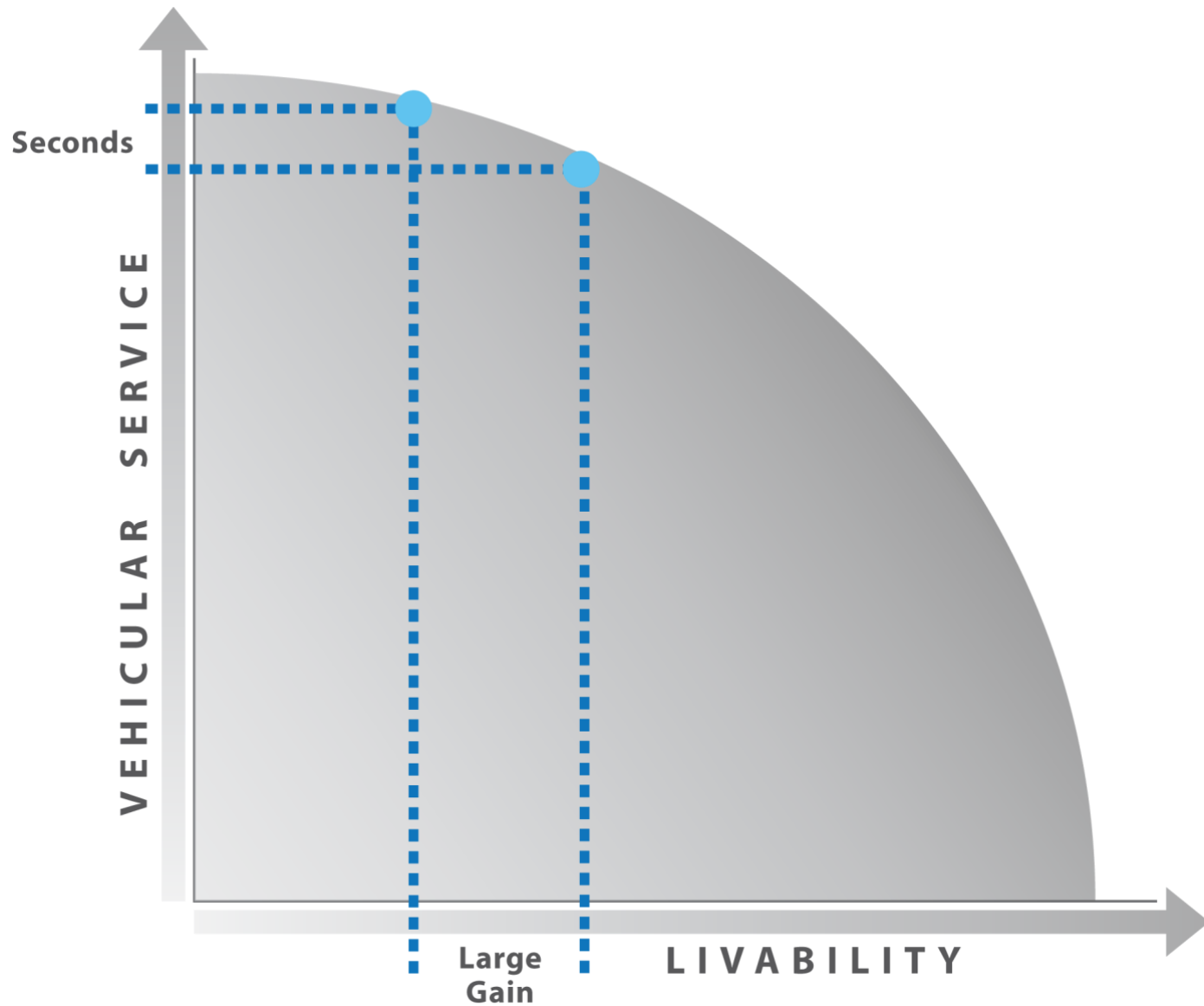
How Can You Participate?



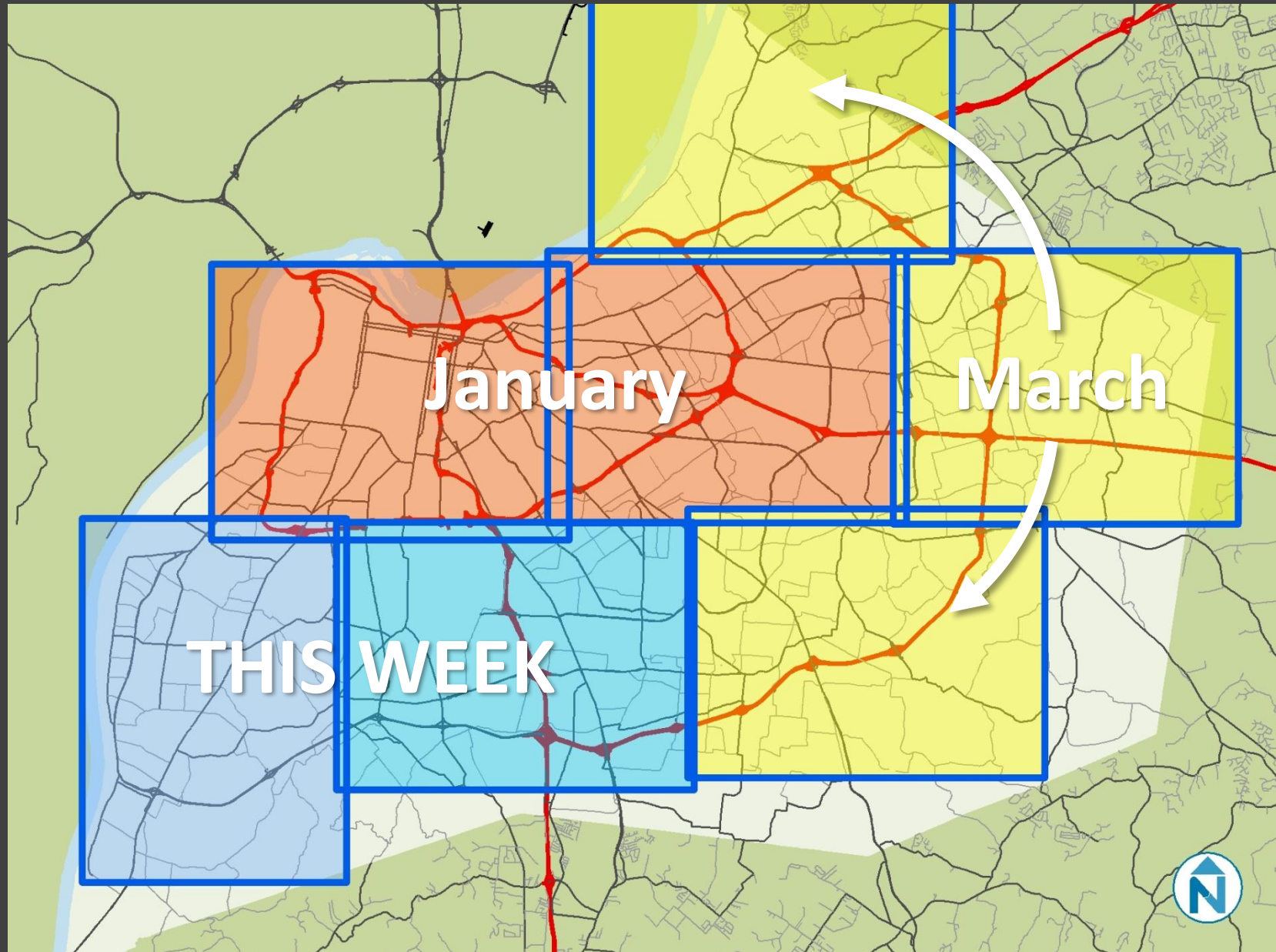
How Can You Participate?



Work Sessions



Where Are We Concentrating?



Draft Project Goals

- provide **Connectivity Choices**
- protect **Safety and Health**
- promote **Economic Growth**
- maintain **Fiscal Responsibility**
- assure **Environmental Sustainability**
- enhance **Neighborhoods**

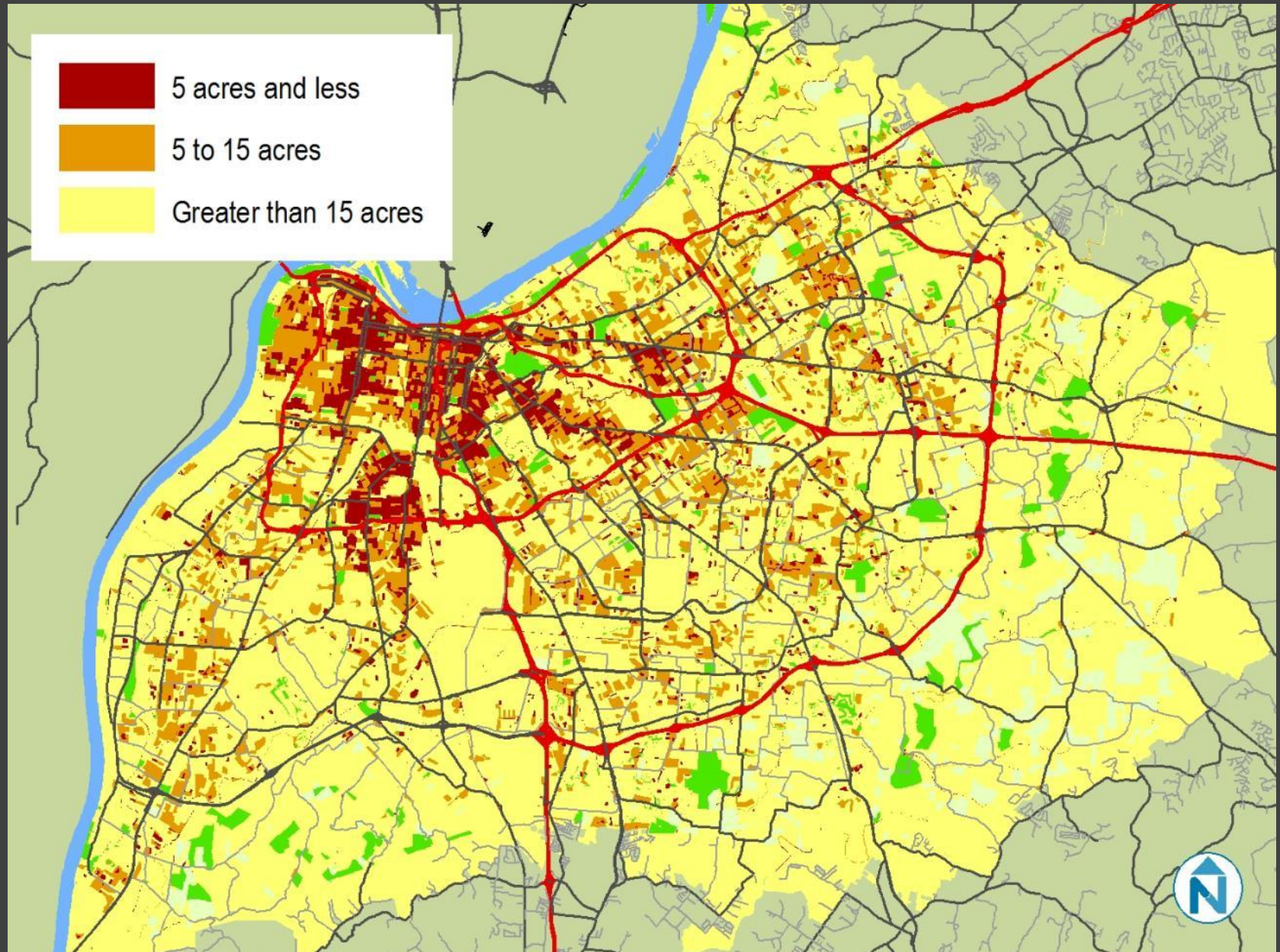
Draft Project Goals

- provide Connectivity Choices
- improve Safety and Health
- promote Economic Growth
- maintain Fiscal Responsibility
- assure Environmental Sustainability
- enhance Neighborhoods
- assure Equity for All System Users

Connectivity Choices

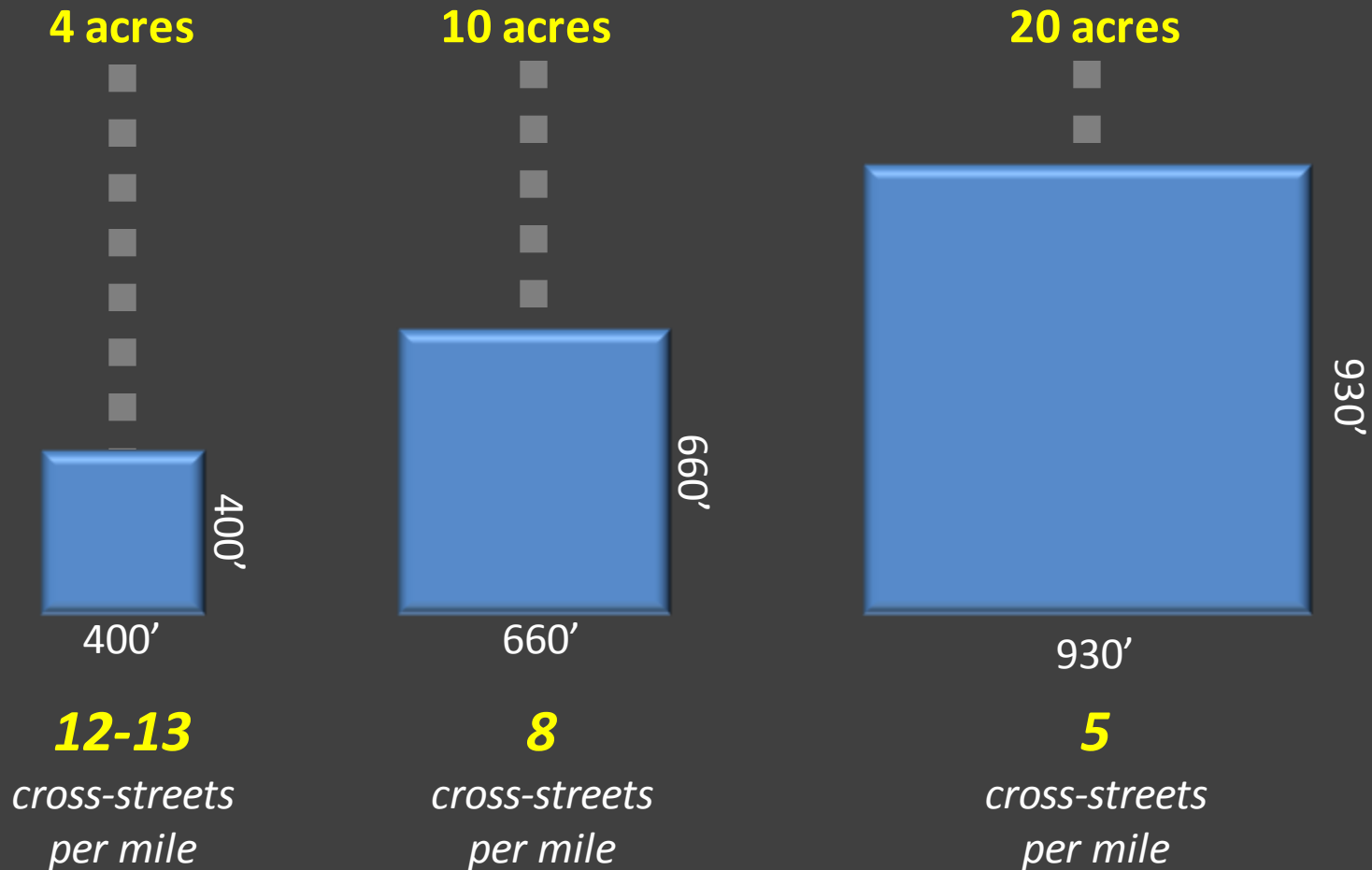
- **Cross-Connectivity**
- **Modal Choice**
- **Functional Corridors**
- **Redevelopment = Opportunity**

Block Sizes



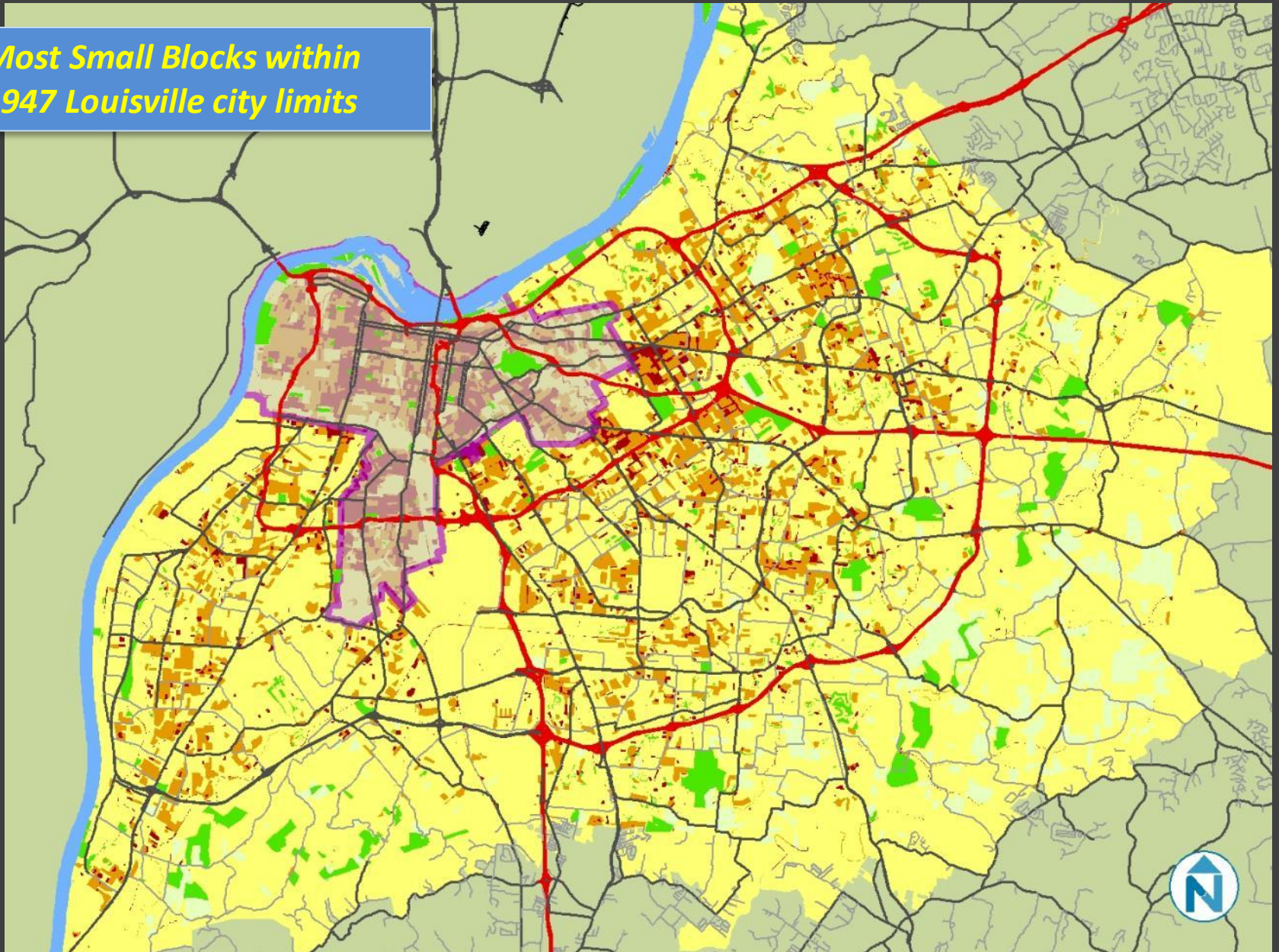
Block Sizes

What do average block sizes mean for pedestrians?



Block Sizes

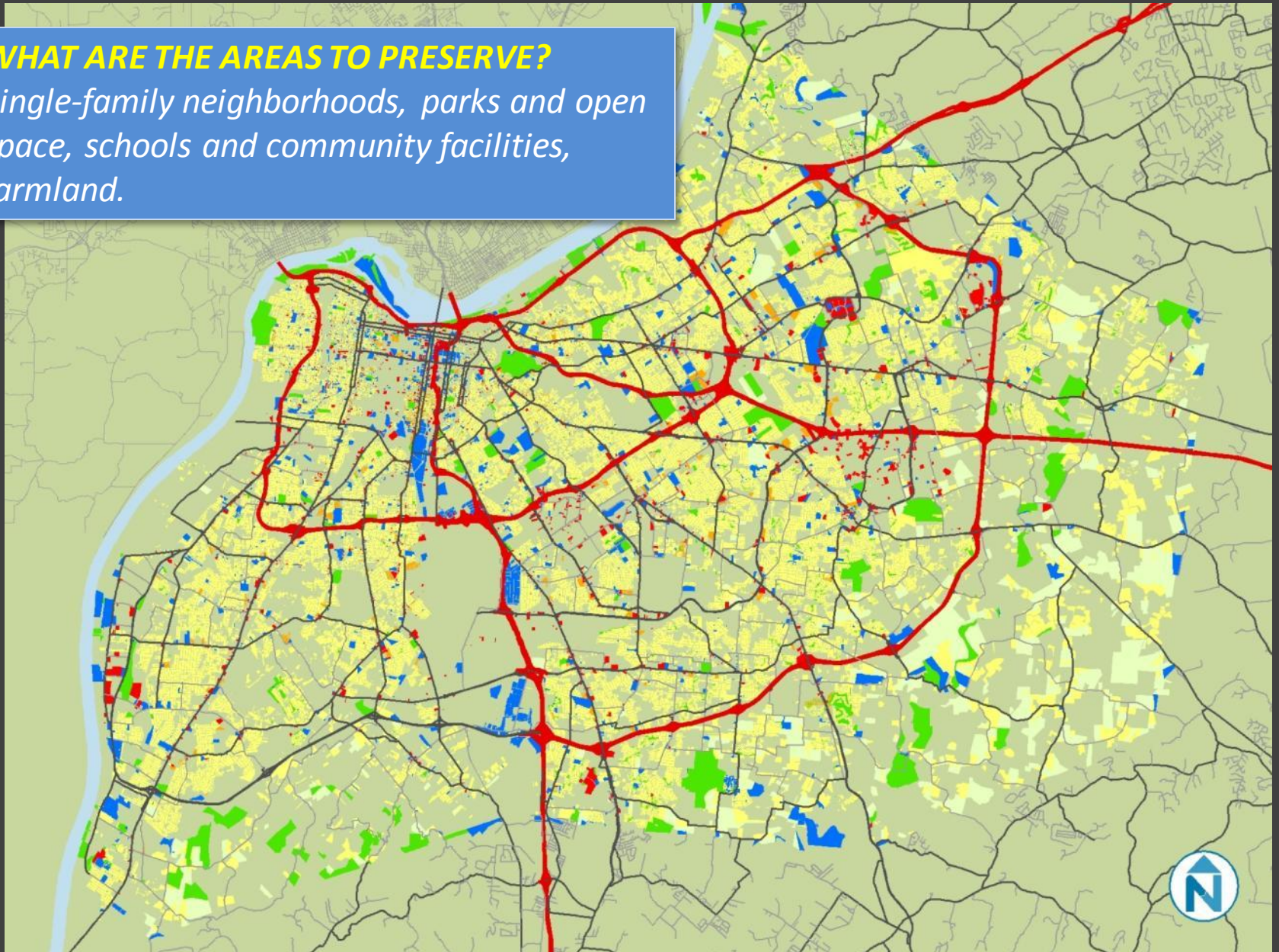
*Most Small Blocks within
1947 Louisville city limits*



Change and Preservation

WHAT ARE THE AREAS TO PRESERVE?

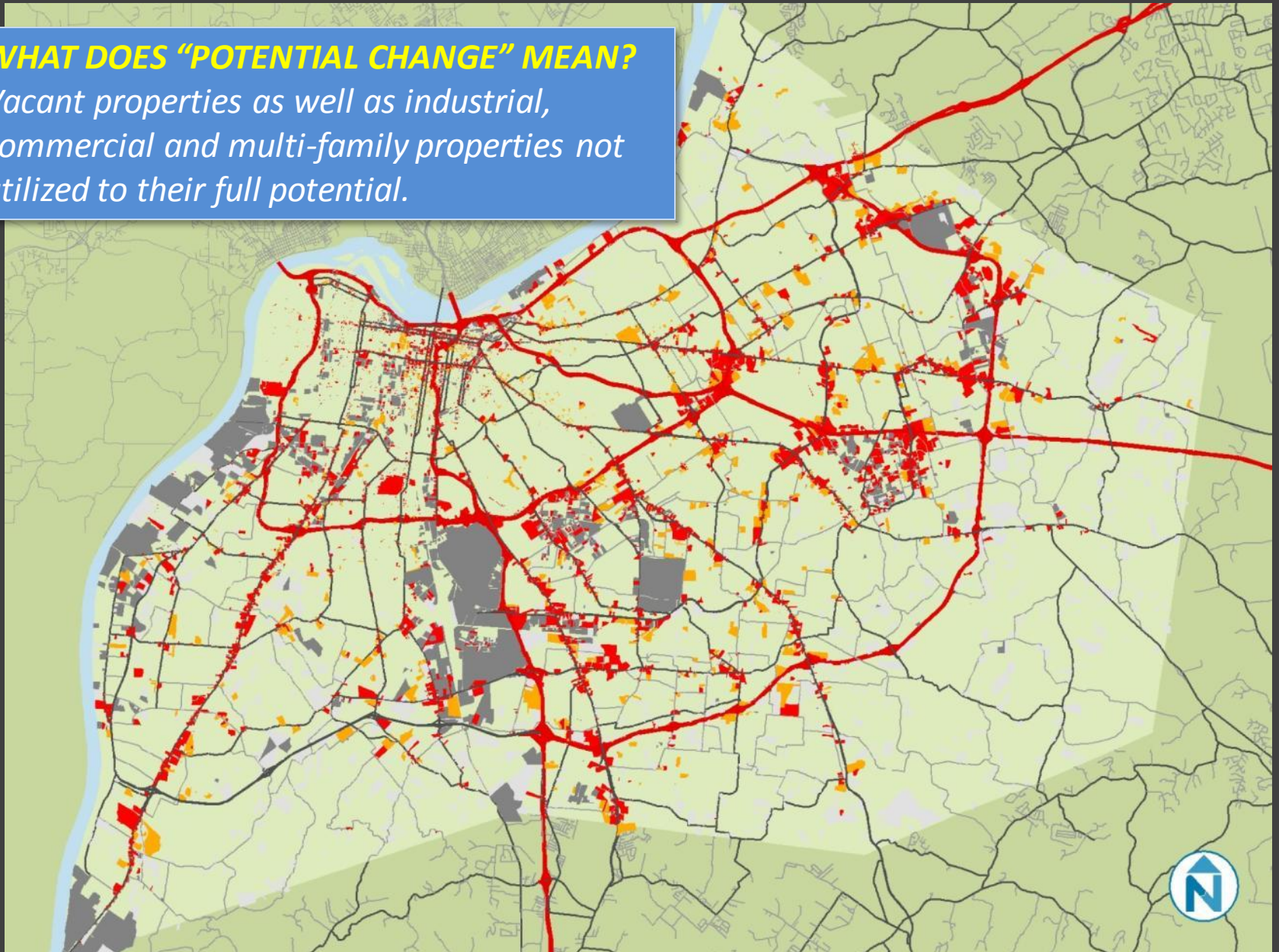
Single-family neighborhoods, parks and open space, schools and community facilities, farmland.



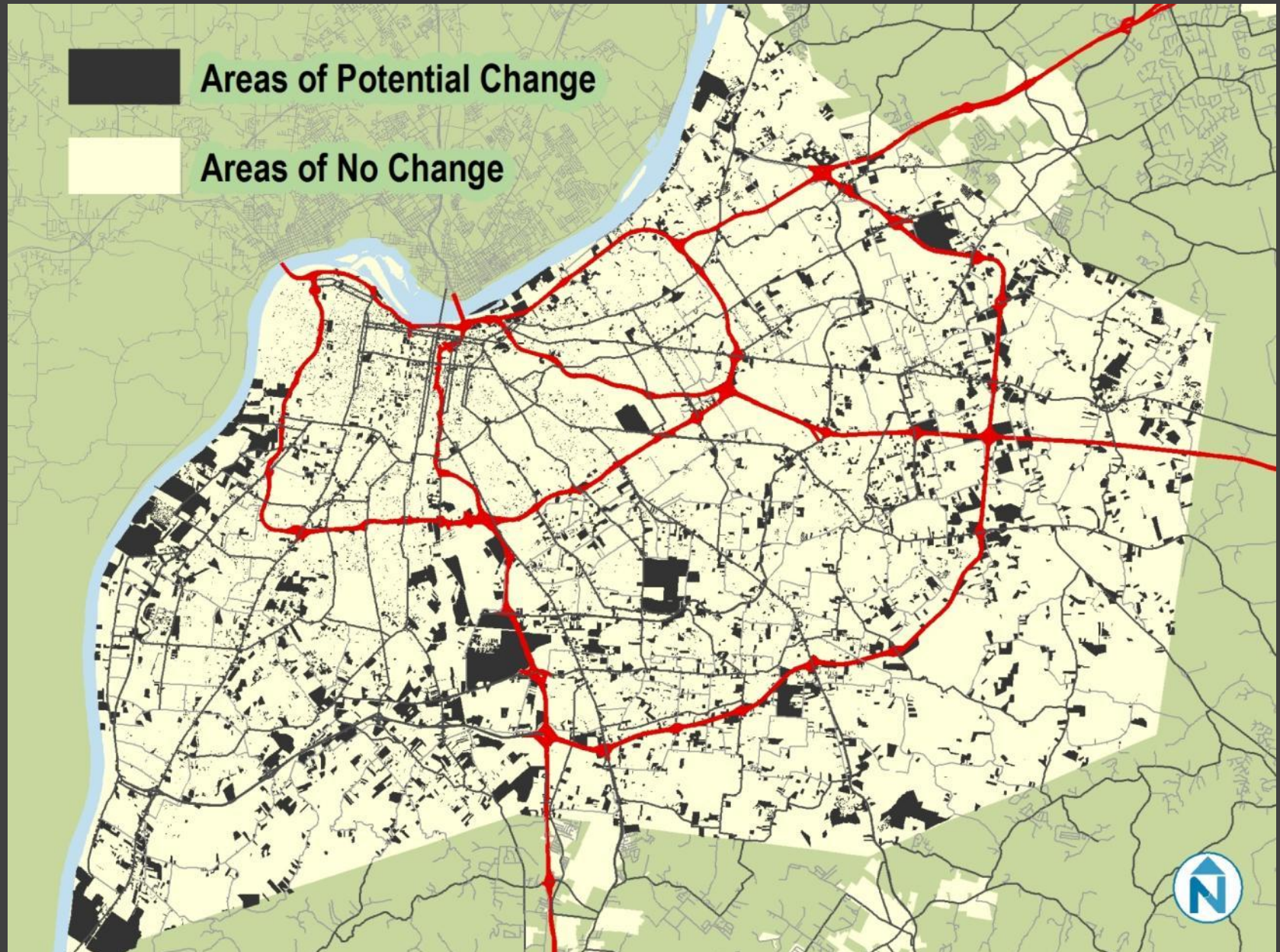
Change and Preservation

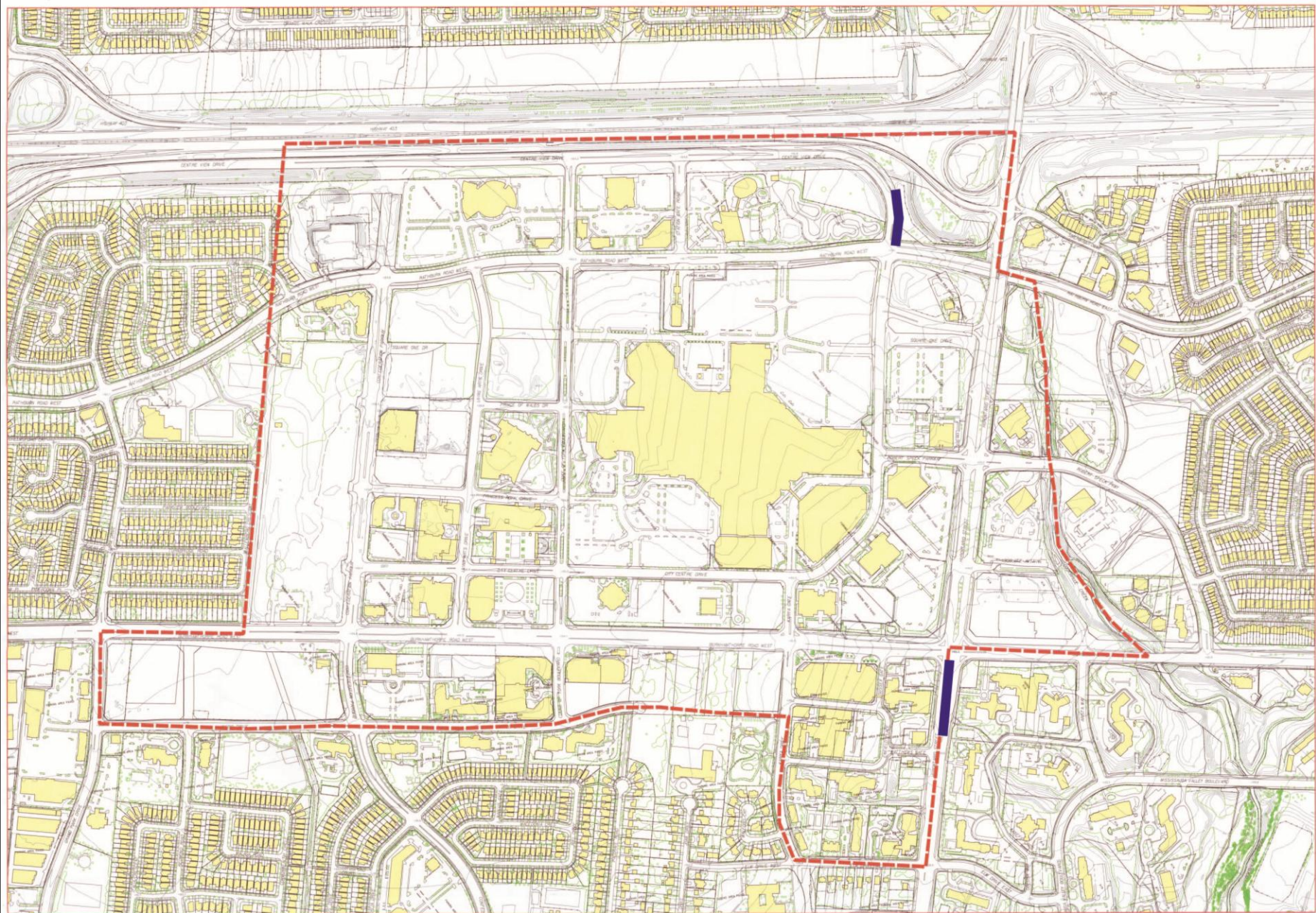
WHAT DOES “POTENTIAL CHANGE” MEAN?

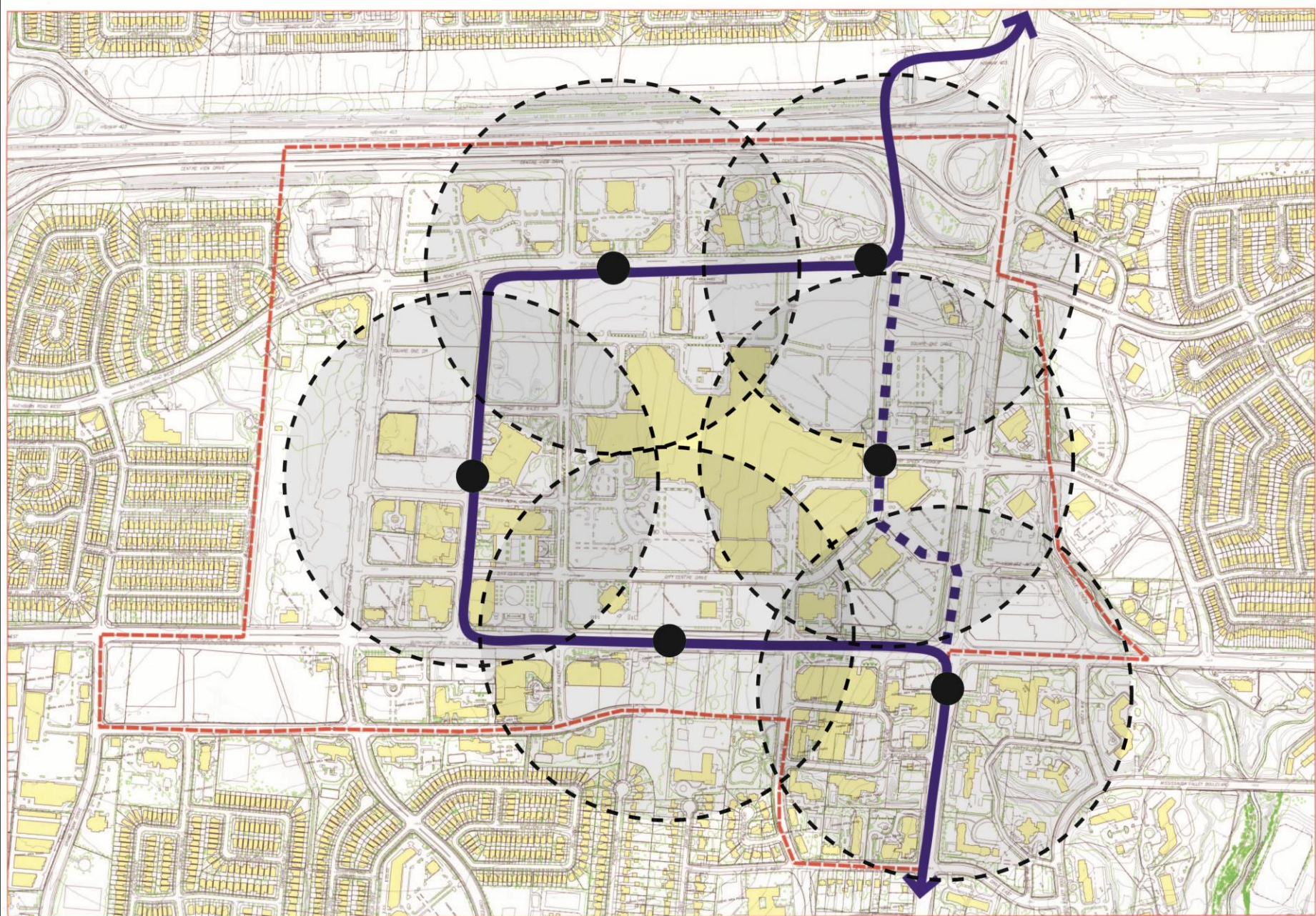
Vacant properties as well as industrial, commercial and multi-family properties not utilized to their full potential.



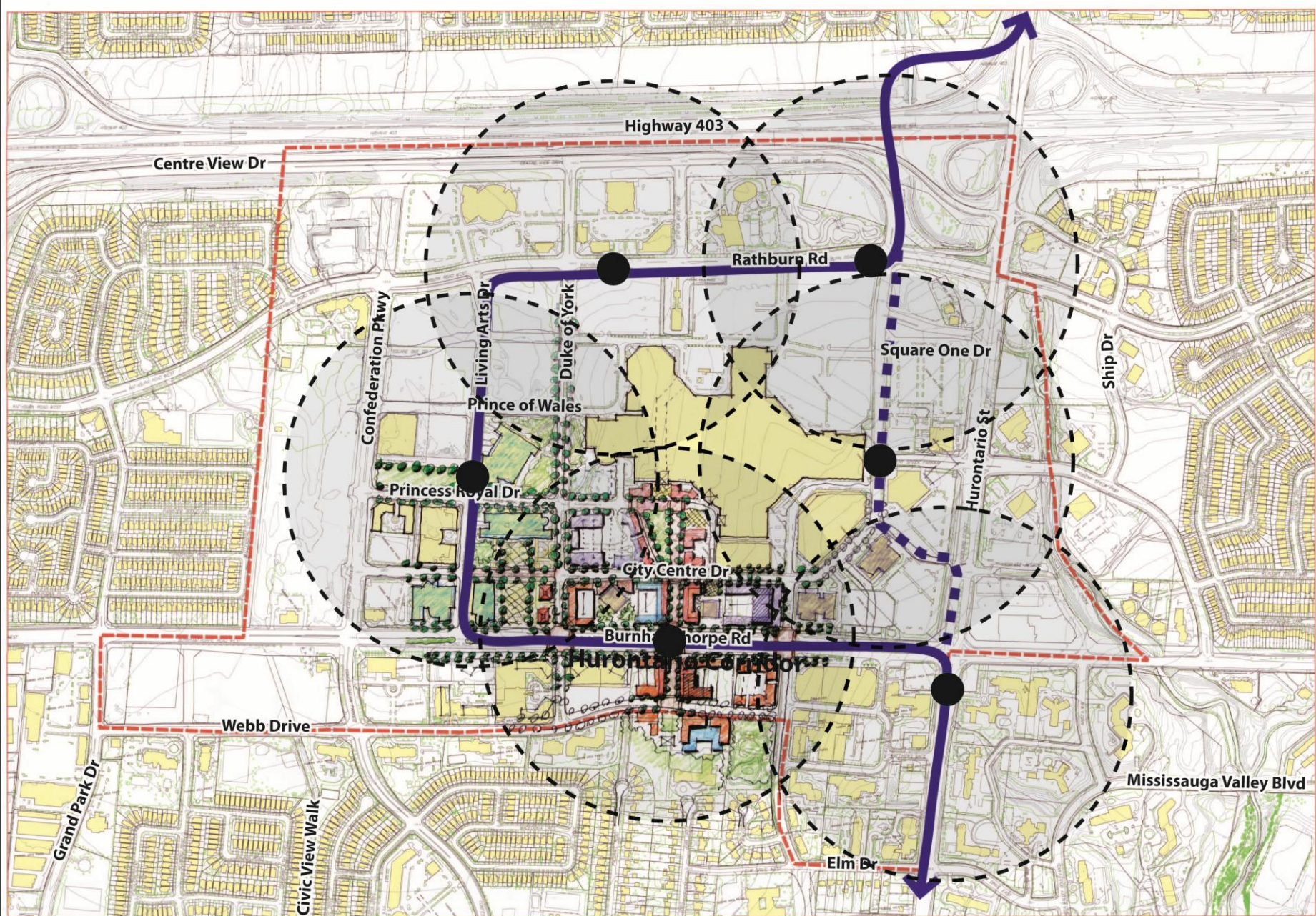
Change and Preservation















Multi-Modal Corridors?





Watterson Expy

Dixie Hwy

Watterson Expressway at Dixie Highway



I-65 at Warnock Street



Cycle Design Is Not One-Size-Fits-All



Neighborhood Greenways

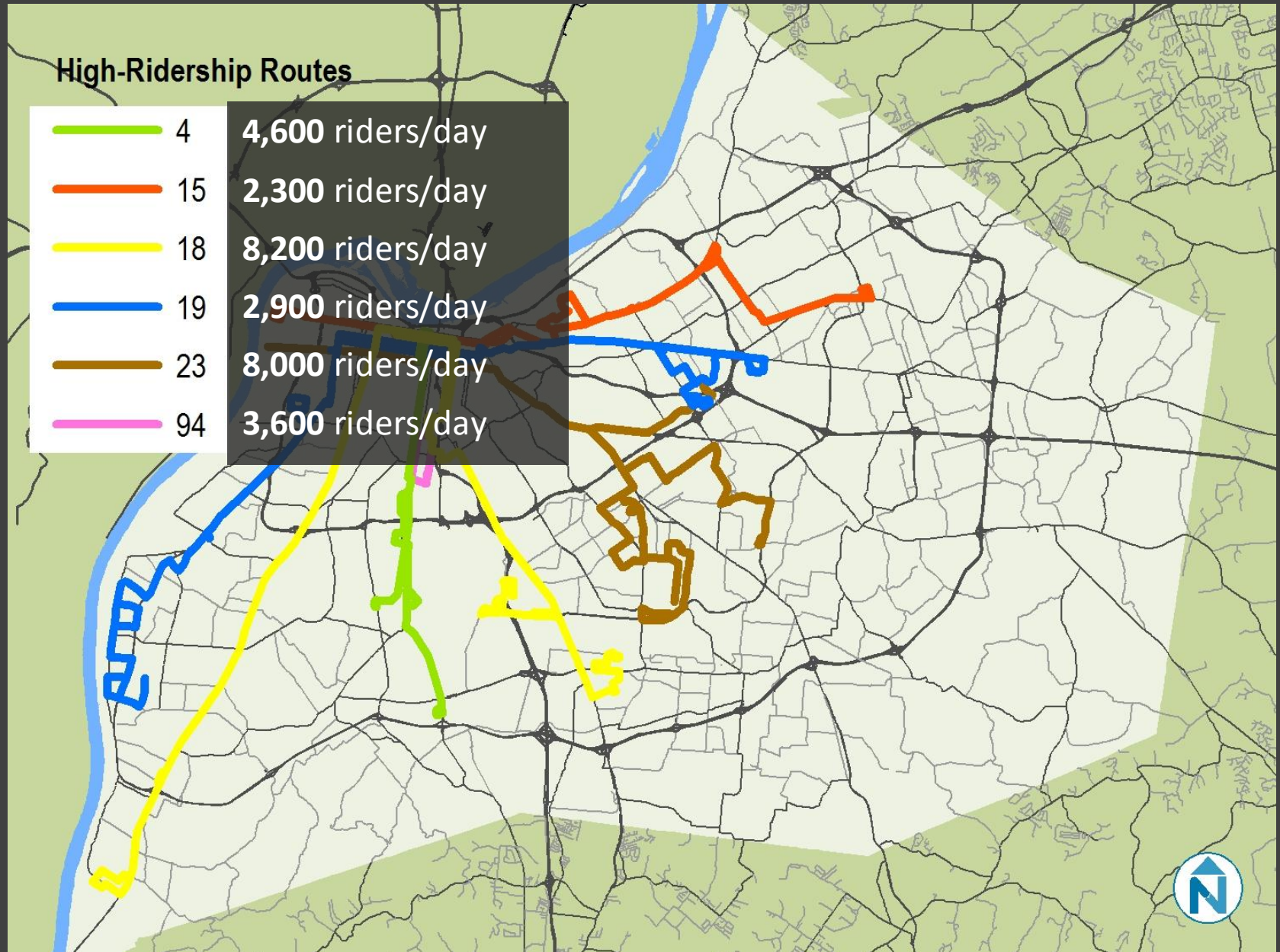


What is important to people?

1. **Safety**
2. **Frequency**
3. **Reliability**
4. **Convenience**
5. **Directness of route**
6. **'Legibility' of system**
7. **Flexibility**
8. **Speed**



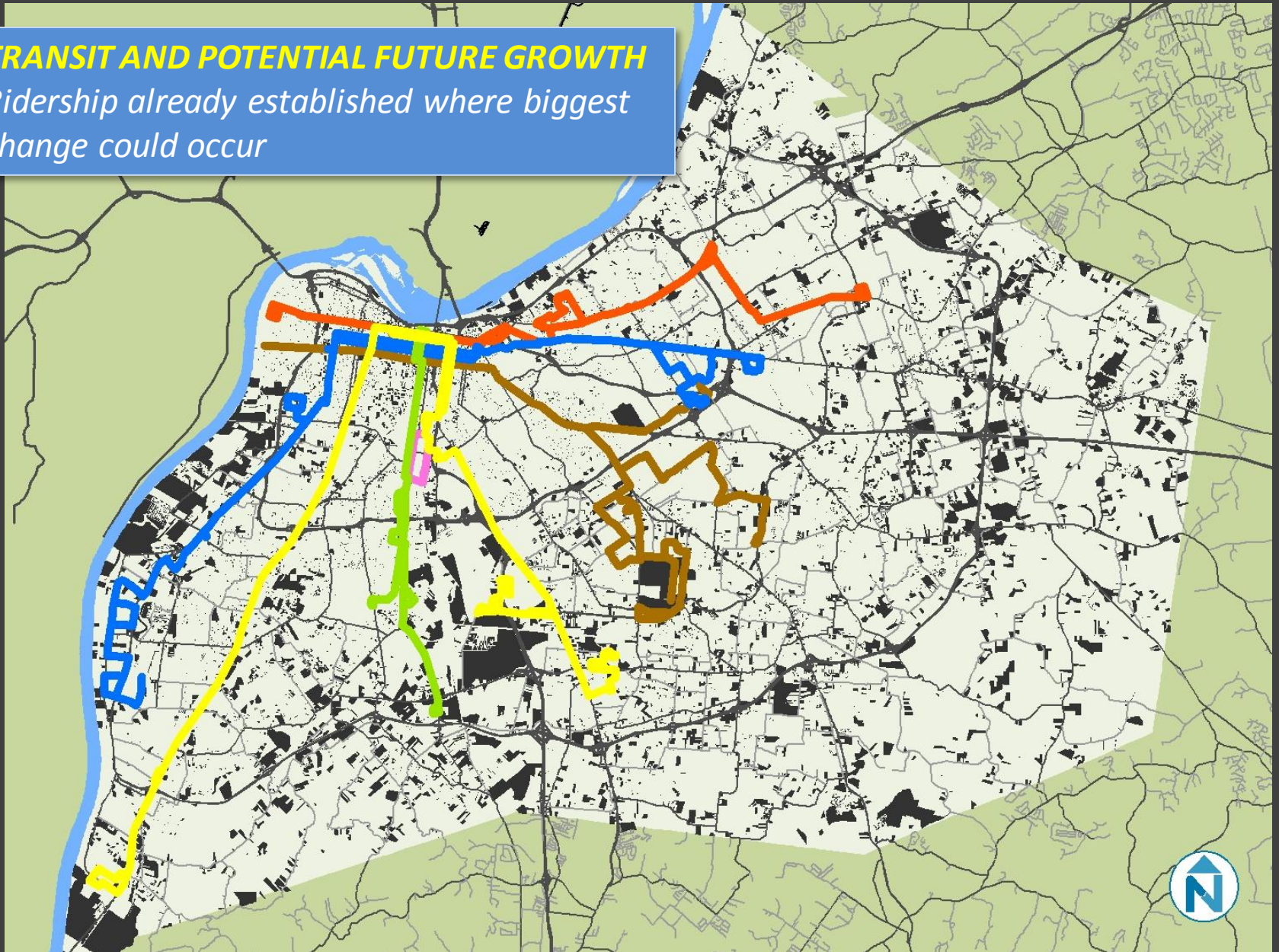
High-Performing Transit Today



High-Performing Transit Today

TRANSIT AND POTENTIAL FUTURE GROWTH

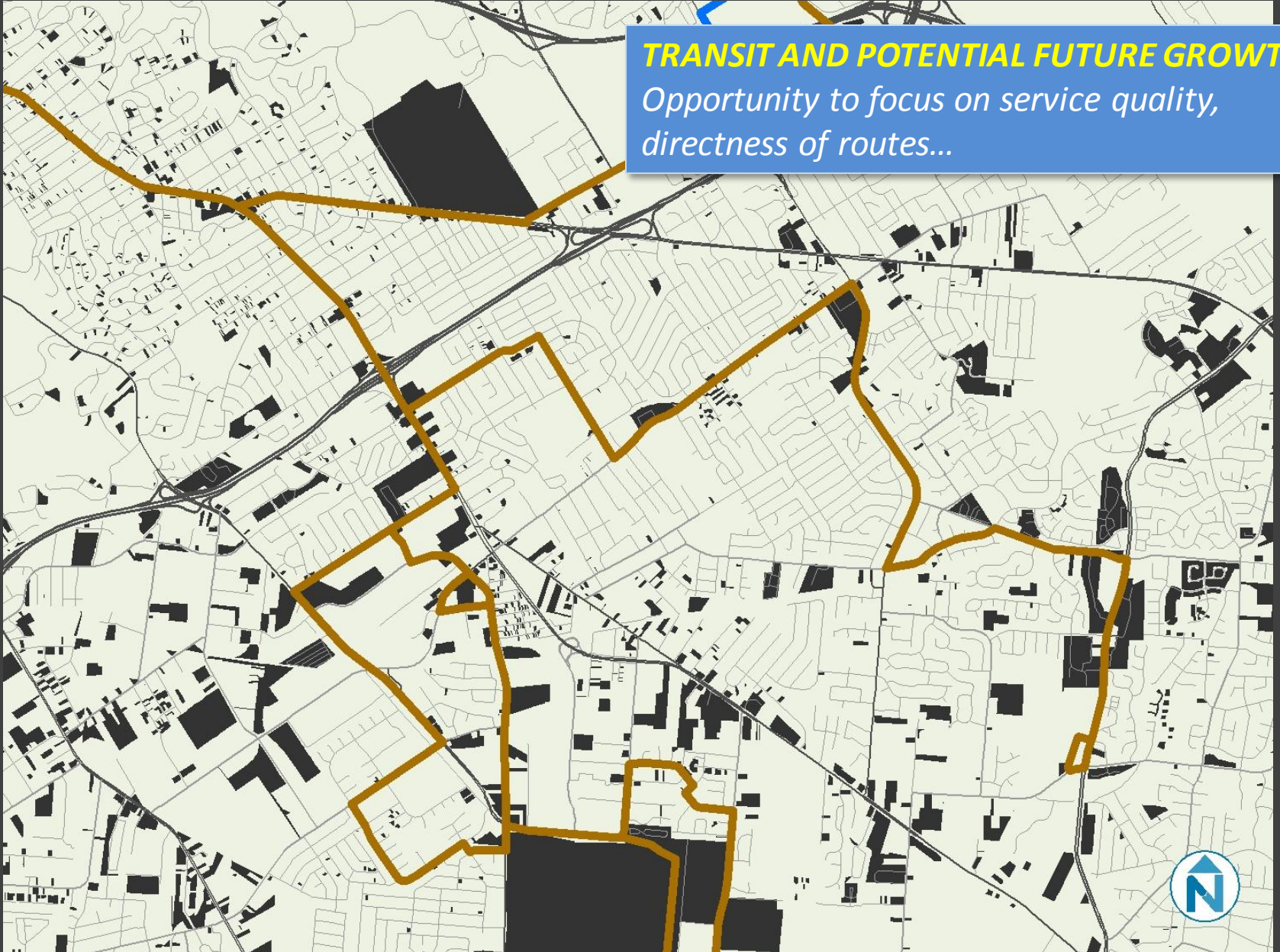
Ridership already established where biggest change could occur



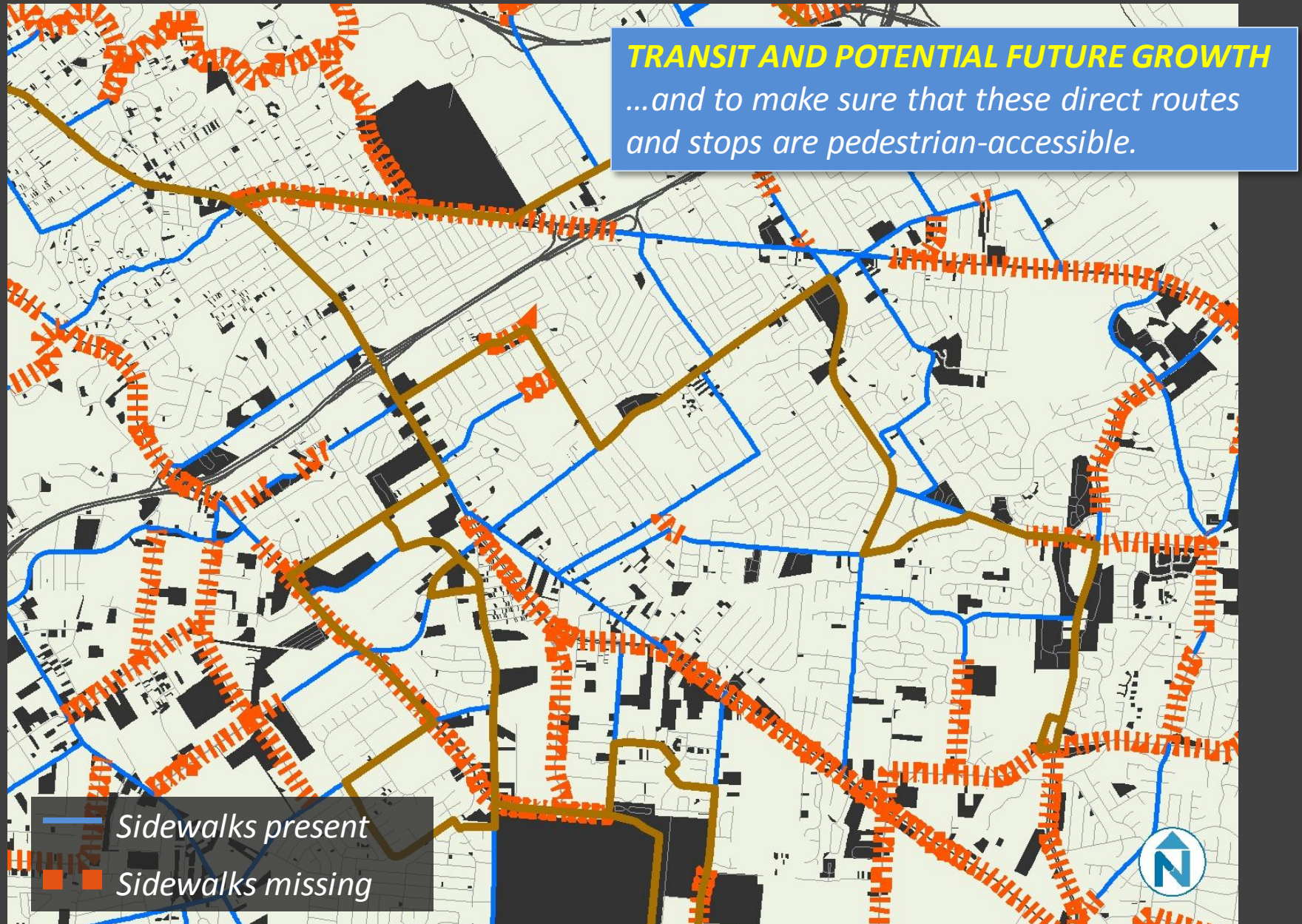
High-Performing Transit Today

TRANSIT AND POTENTIAL FUTURE GROWTH

*Opportunity to focus on service quality,
directness of routes...*

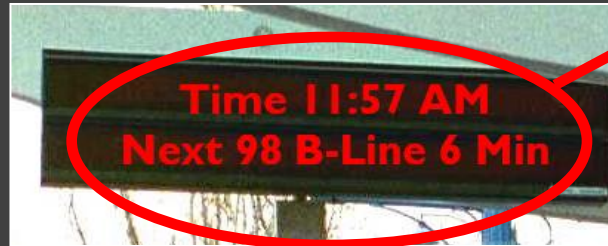


High-Performing Transit Today

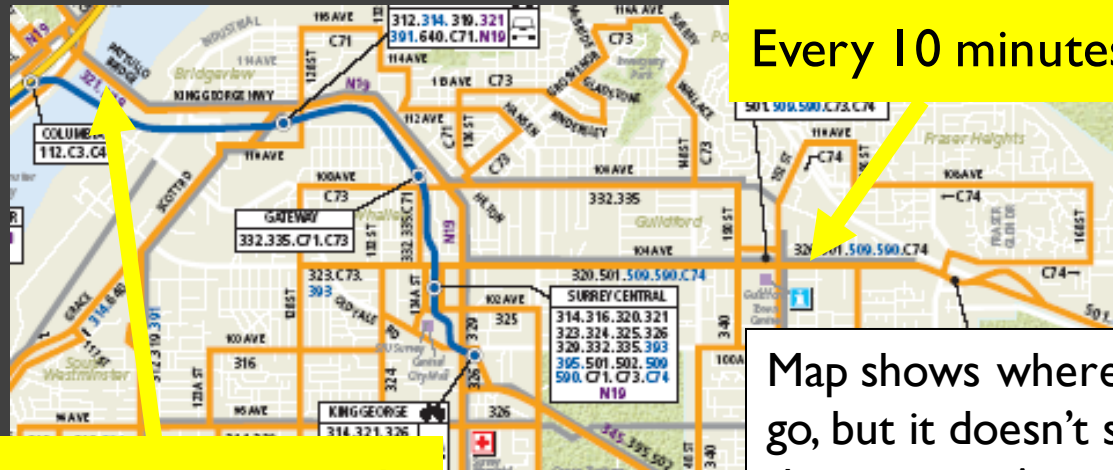


Making the System Legible

Information



Clarity

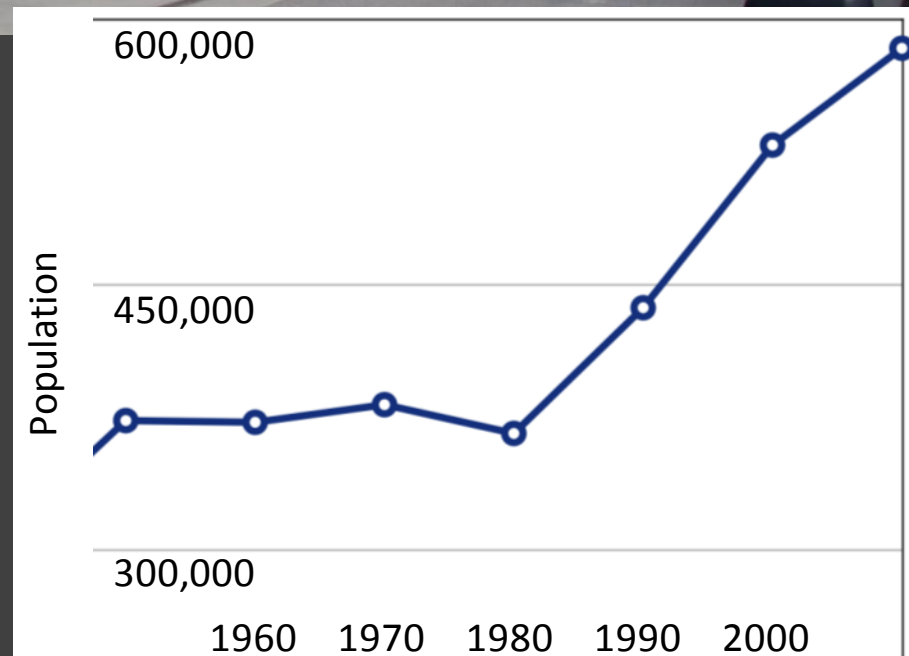


Every 10 minutes all day

Service only at night,
and Sunday morning.

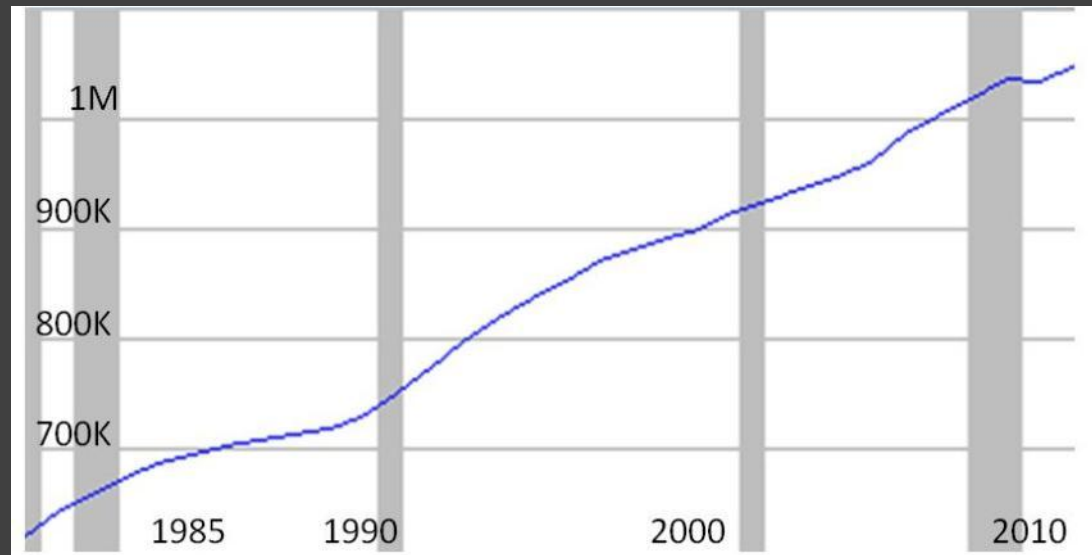
Map shows where buses
go, but it doesn't show
the system. A system
exists in space and time.

Transit Commitment - Portland



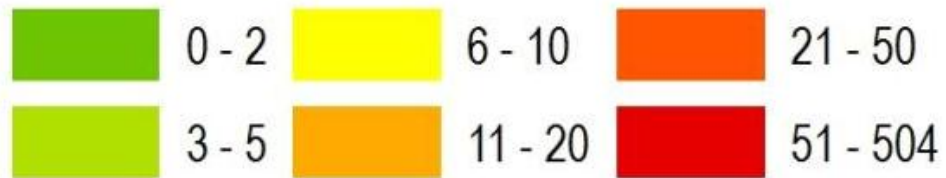
\$2.6 Billion Added to Local Economy By Getting Citizens to Drive 4 Less Miles Per Day

Transit Commitment – Salt Lake City

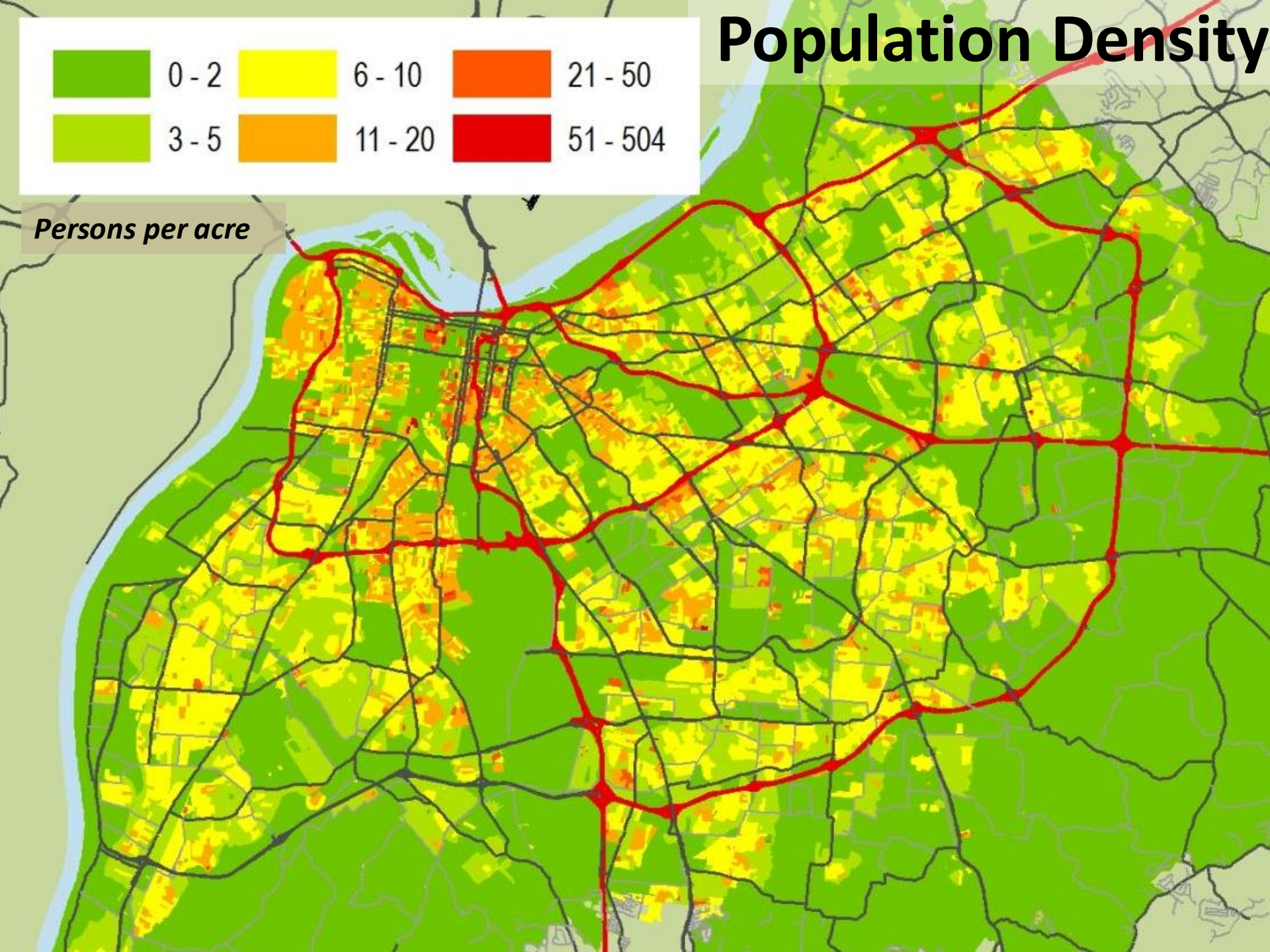


SLC tops the US in transit connecting people and jobs

Population Density



Persons per acre

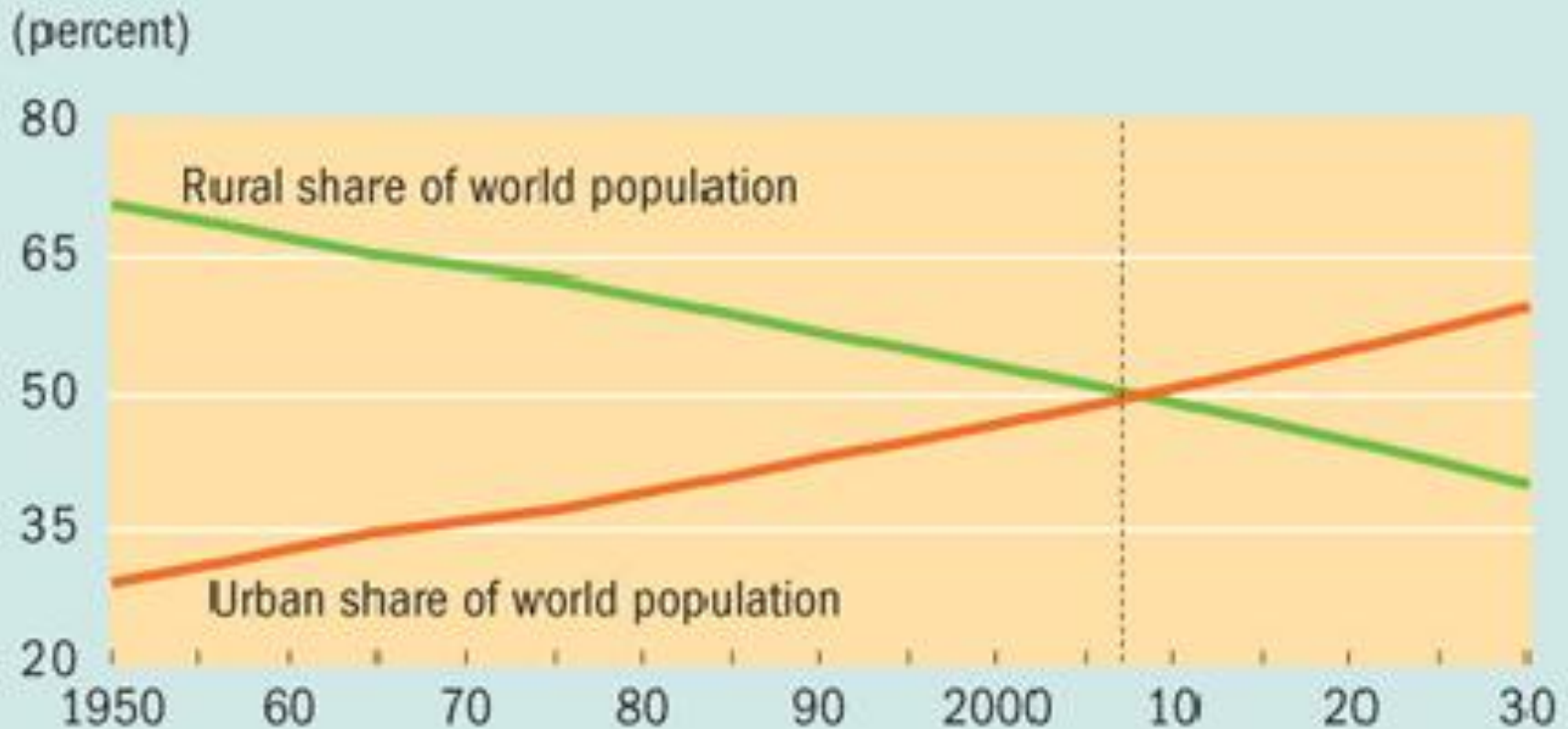


Economic Growth



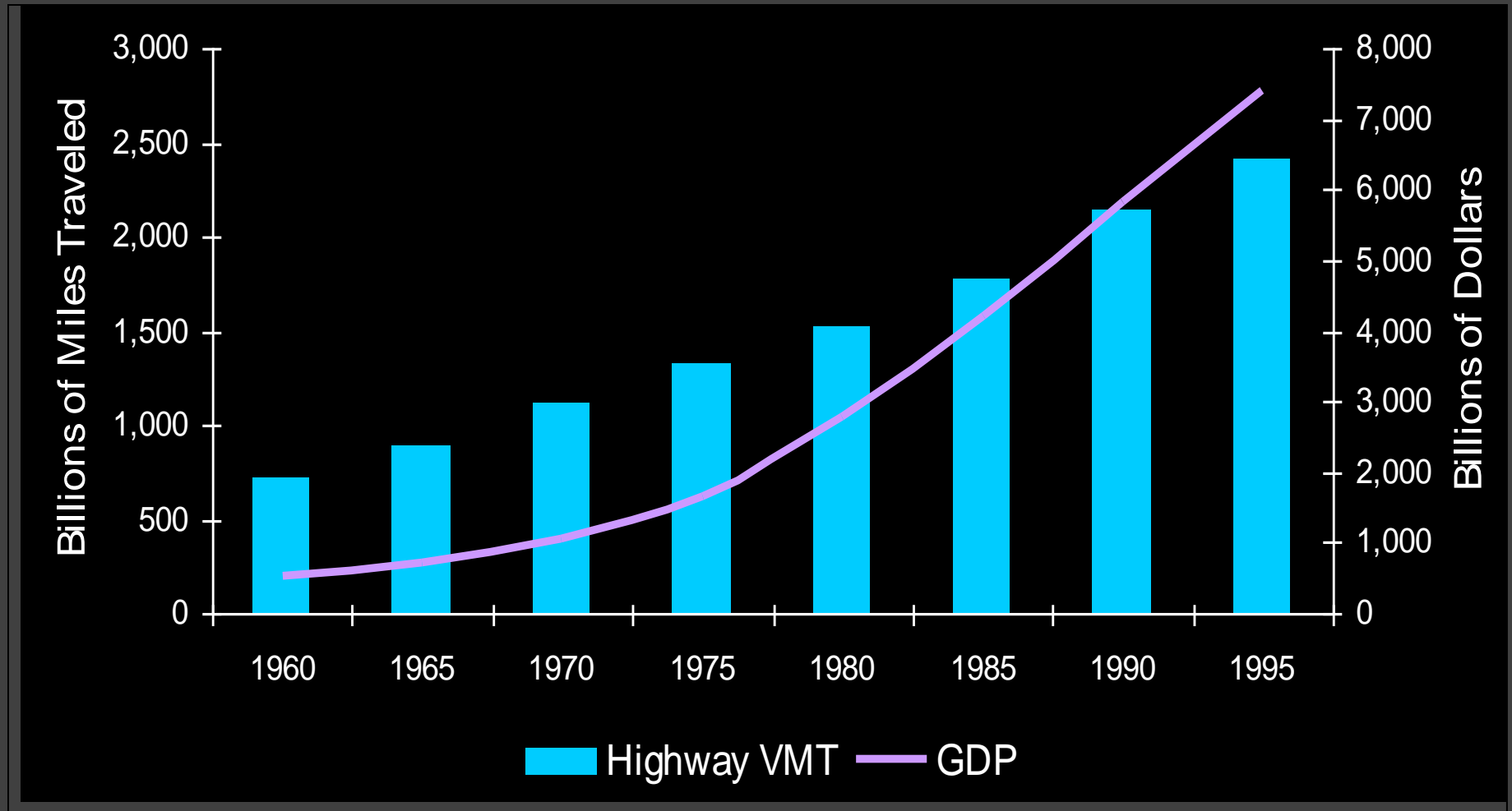
**“The picture’s
pretty bleak...
..the world’s
climates are
changing,
the mammals
are taking over,
and we all have a
brain about the
size of a walnut”**

Worldwide Settlement Trends



Source: United Nations, Department of Economic and Social Affairs, Population Division, *World Population Prospects: The 2006 Revision* (2007).

Transportation's Power



Currently Assumed Projection

A map of a city area, likely Chicago, showing a network of roads and a river. A thick red line is drawn across the map, forming a large, irregular loop that encloses a central portion of the city. The text '-20,000 Inside the Gene Snyder' is overlaid on the map, centered within the red line. The text '170,000 Outside the Gene Snyder' is located at the bottom right of the map. A north arrow is visible in the bottom right corner.

-20,000 Inside the Gene Snyder

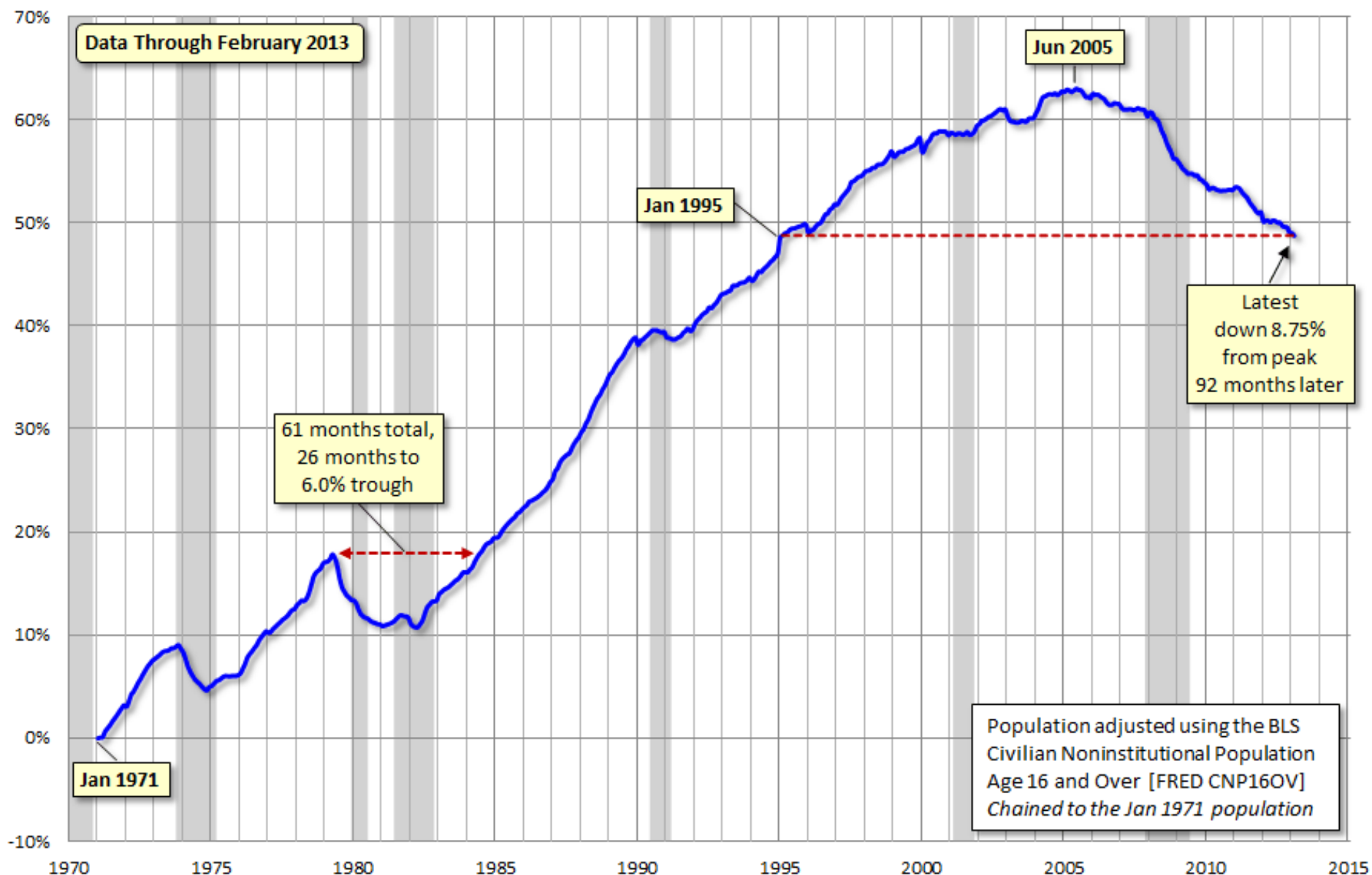
170,000 Outside the Gene Snyder

Estimated Vehicle Miles Driven on All Roads

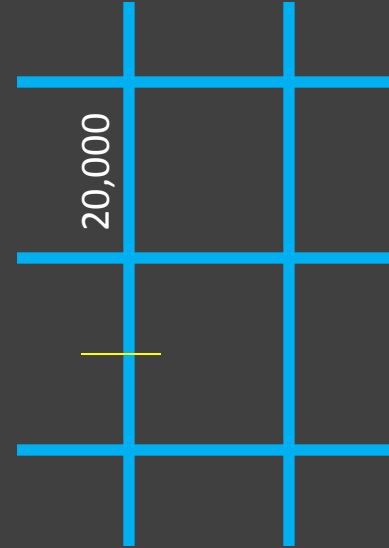
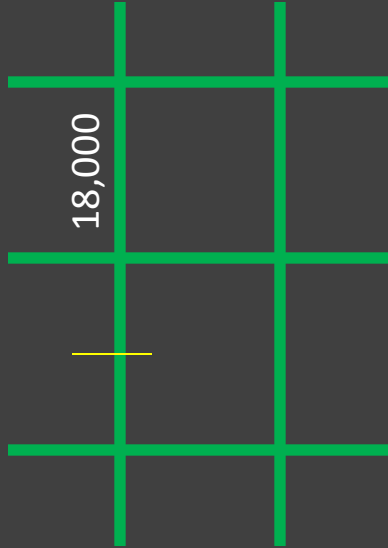
dshort.com

April 2013

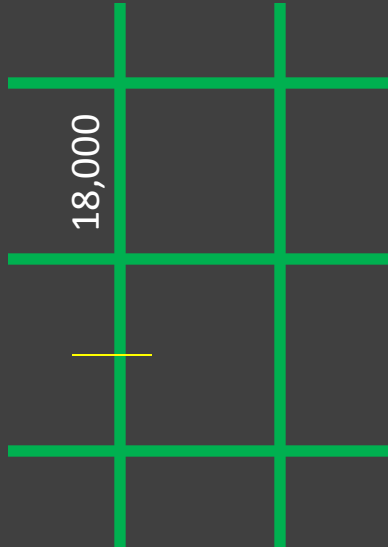
Recessions Population-Adjusted Cumulative Growth Current Level



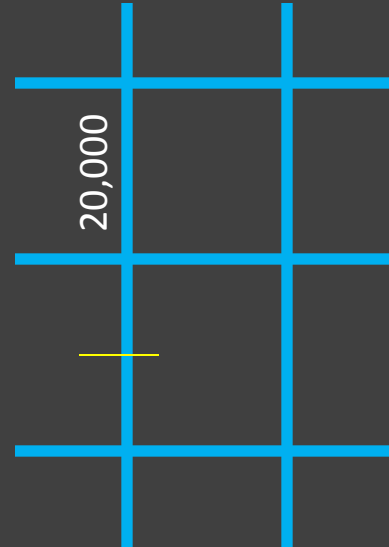
Vitality Series



Vitality Series

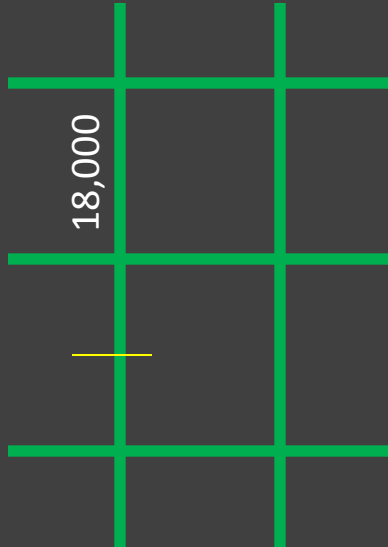


Trip Length = 3

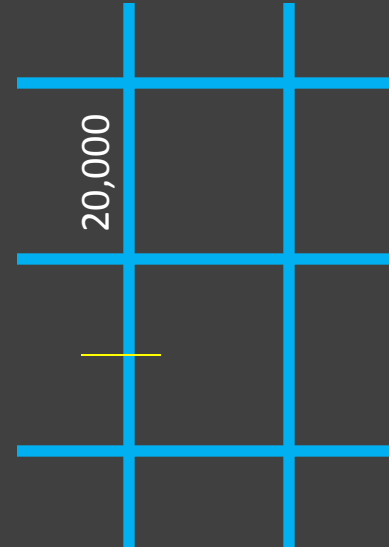


Trip Length = 5

Vitality Series

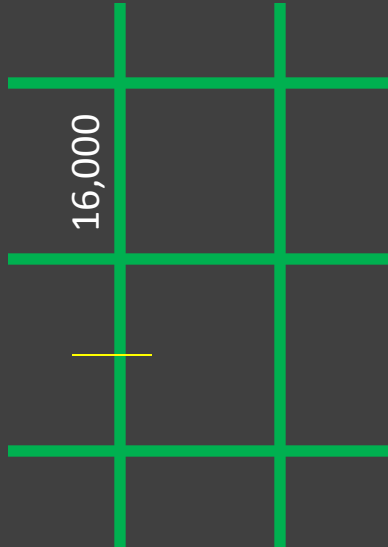


Trip Length = 3
Trips = 6,000

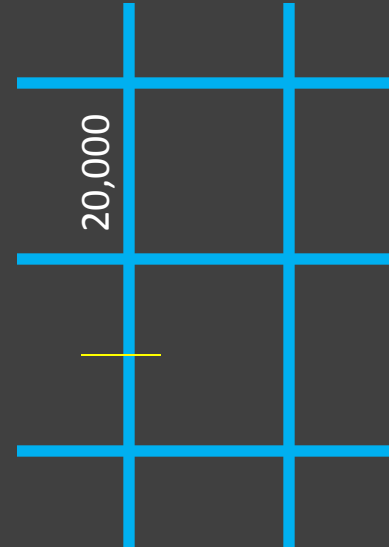


Trip Length = 5
Trips = 4,000

Vitality Series



Trip Length = 2
Trips = 8,000



Trip Length = 5
Trips = 4,000

Fiscal Responsibility







Safety & Health

 **Humana Vitality** 

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Humana Vitality
18,208 likes · 575 talking about this

 **Like** [Message](#)  ▼

Health/Medical/Pharmaceuticals

Welcome to HumanaVitality! We are a wellness company that will help you stay motivated to be healthy and reach your fitness goals. Connect with us!



 **18,208**

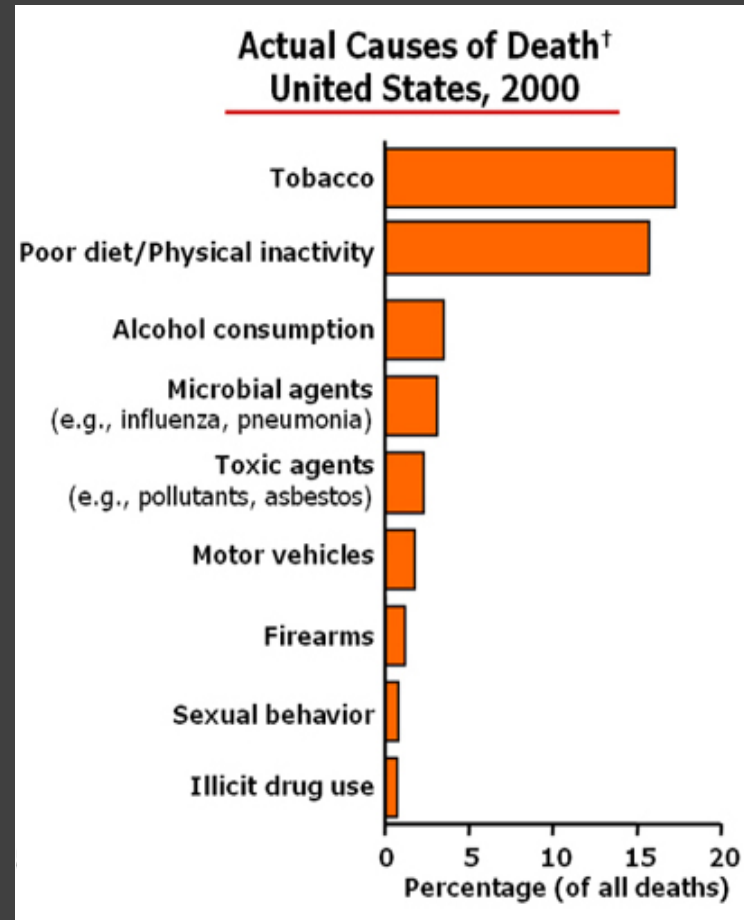




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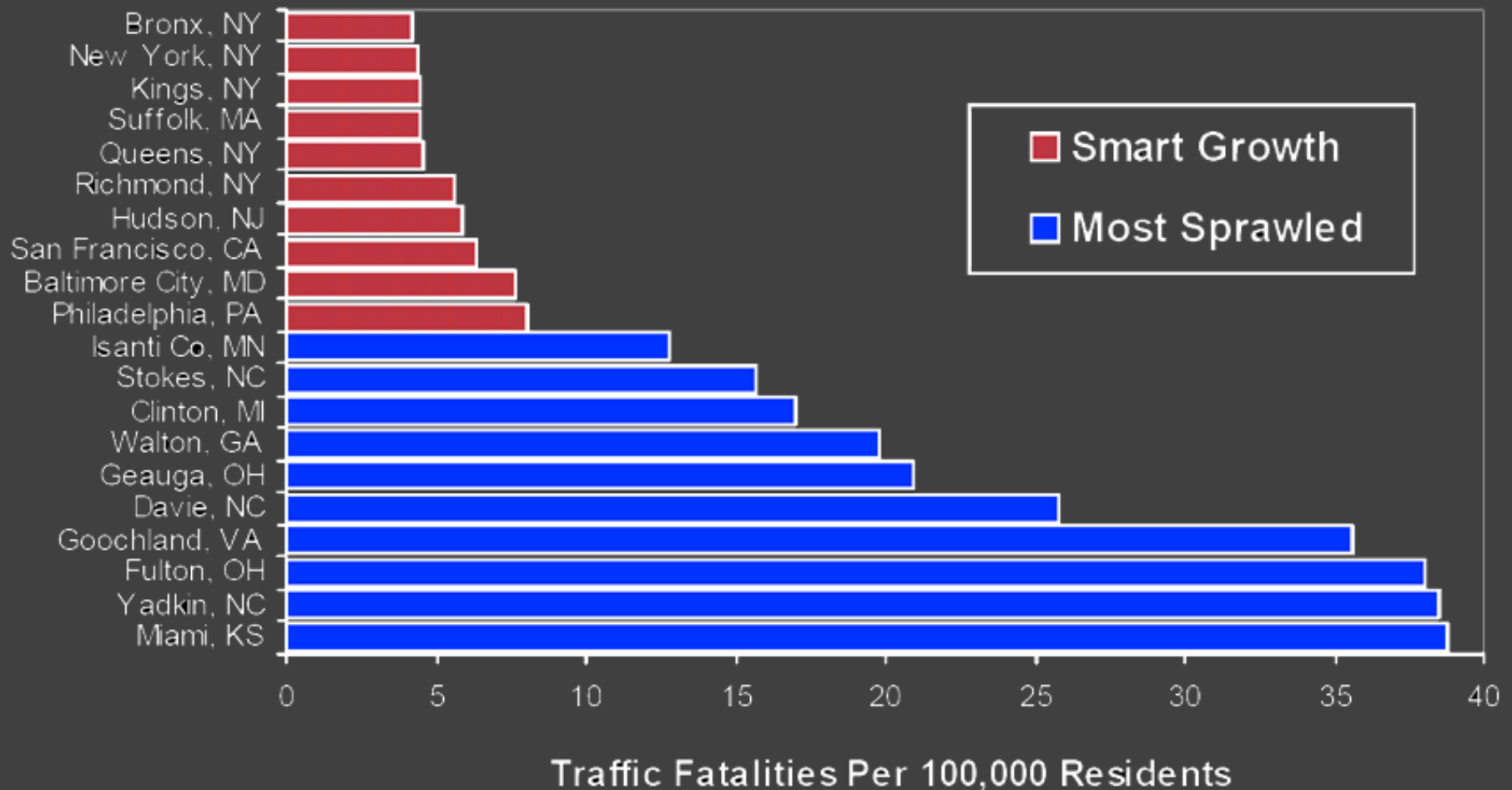
Health Issue	Transportation Cause
Physical Safety	
Car Collisions	Speed
Physical Health	
Obesity	Inactivity
Asthma	Vehicle Emissions
Mental Health	Stress
Clean Water	Vehicle Waste



Environmental factors influence 85 out of the 102 categories of diseases and injuries listed in The World Health Report.

Fatalities

U.S. County Traffic Fatality Rates (Ewing, Schieber and Zegeer 2003)

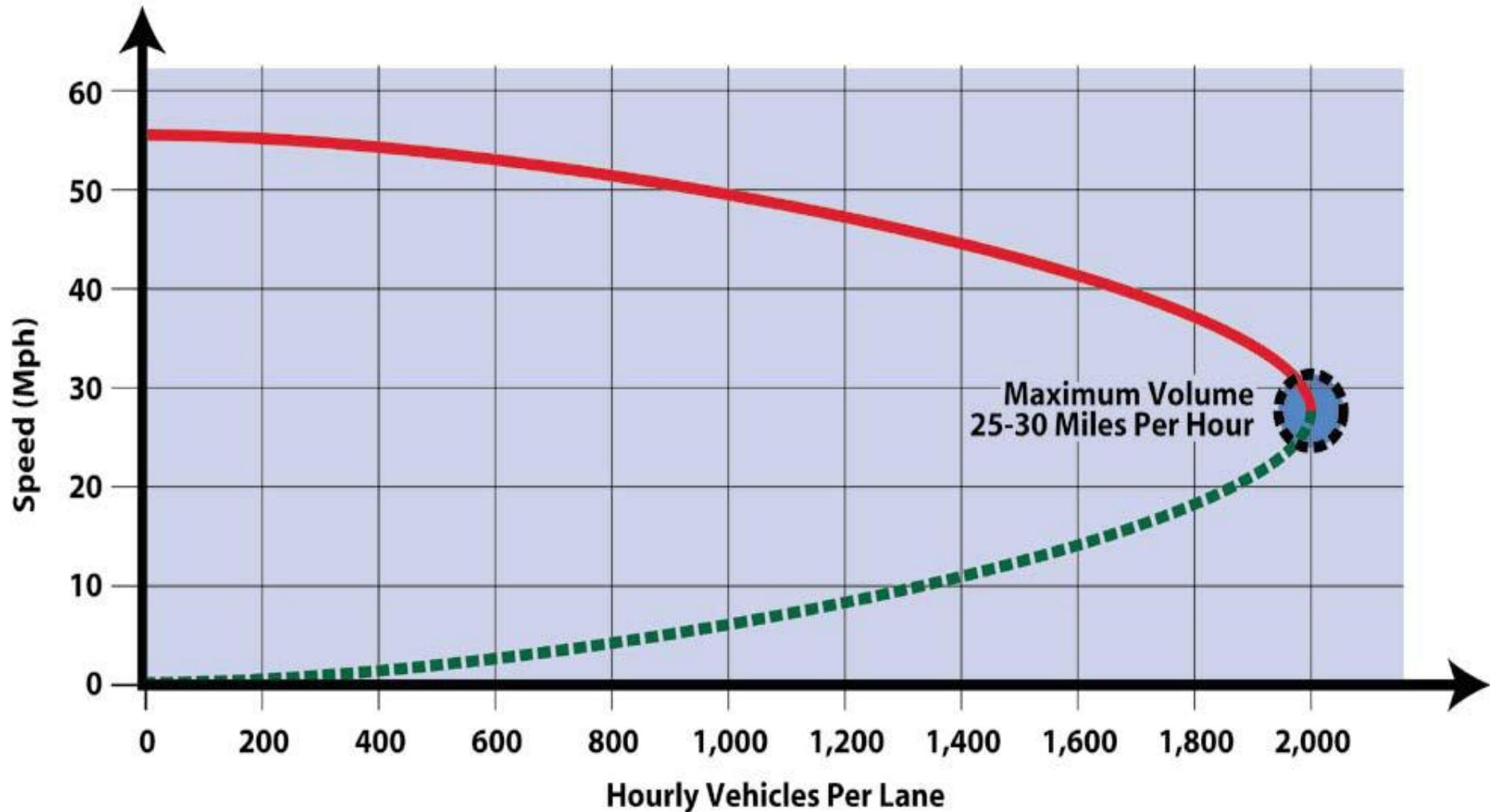


Excerpted from *Evaluating Public Transportation Health Benefits*, by Todd Litman, Victoria Transport Policy Institute, for The American Public Transportation Association, June 2010.



Why Do We Design High Speed Roads?

To Move More Cars?



Why Do We Design High Speed Roads?

Because It's Safer?

For Pedestrians?

Vehicle Speed	Percentage of Pedestrian Fatalities in accidents
15 Mph	3.5%
31 Mph	37.0%
44 mph	83.0%

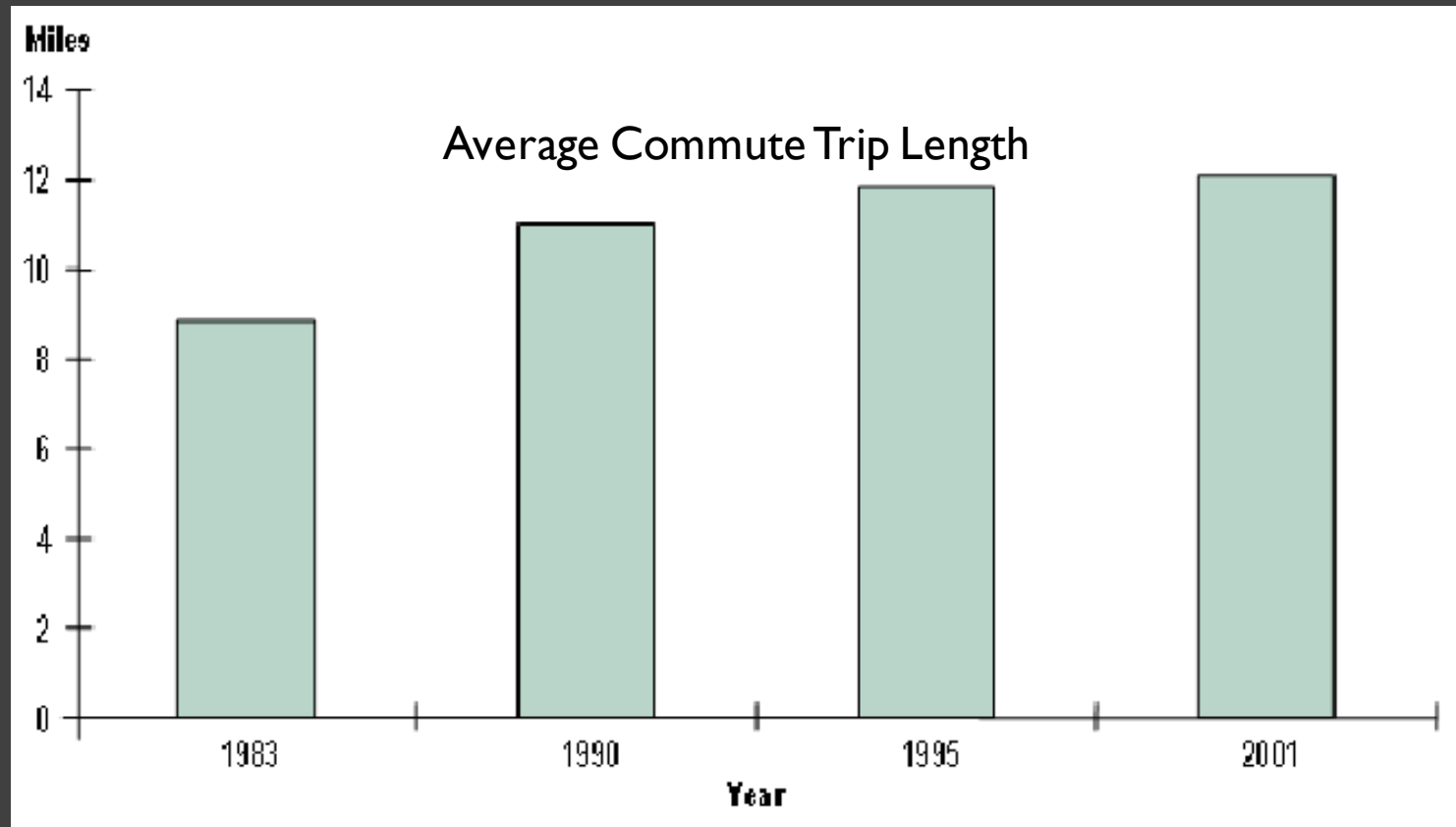
*Source: National Highway Traffic Safety Administration
Federal Highway Administration*

For Drivers?

Vehicular Crashes Increase With The Average Speed Of Traffic

Why Do We Design High Speed Roads?

So That People Can Move Farther From Their Jobs?



Source: Federal Highway Administration

Road Diet



Burbank, CA

Multi-Modal Safety



University Place, WA



Work Sessions

Tuesday – 10 -6

Wednesday – 10 -6

Thursday - 11 -1

Wrapup **Thursday 6pm**



Thank You